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THE MEDICAL DEPARTMENT OF THE ARMY.

THE Report of Surgeon-General BARNES for the fiscal year ending July 1, 1866, embraces many exceedingly interesting details, not only of that first year since the return of peace, but of the work of his Department during the whole war; and an appendix contains a tabulated official statement of all the medical supplies issued throughout the war from the great Purveying depots at New York, Philadelphia, Baltimore, Washington, Cincinnati, Louisville and St. Louis. As an evidence of the admirable and rigid economy which has been practised during the year, where it would have been easy to be lavish without public knowledge or censure, we may cite the fact that on July 1, 1865, a balance of unexpended appropriations remained in the Treasury of $1,161,284; on July 1, 1866, that unexpended balance had been increased to $2,546,457; and the total disbursements of the last fiscal year have been but $2,837,801. The main reason for this financial success was that, during the year over four millions of dollars were realized from the sale of old or surplus medical and hospital property—an amount covering the total expenses for the year, and leaving more than a million dollars for the expenses of the year to come.

We need hardly go through the detailed survey of the reduction of the Department to a stringent "peace basis." Enough to say, that while all possible hospitals, perishable stores, transports, cars and depots, have been sold, and reserved supplies carefully concentrated, 187 well-arranged post hospitals now contain the sick and wounded, having a capacity of 10,881 beds. One of the most praiseworthy acts of the Department has been the generous medical aid it has lent the Freedmen's Bureau during the year, both by supplies and by the assignment of surgeons. The financial estimate of this aid, in the expenses, is $267,392; and as no medical appropriations had been made to the Bureau, this amount could not be refunded; but, fortunately, the large surplus in the Surgeon-General's Department covered it all without embarrassment.

No less than twenty-three models of artificial limbs, of different inventors, have been adopted by experienced Boards, and great precautions taken to properly serve the maimed soldier with them. But sometimes the latter's impatience, or the competing limb-maker's greed, has resulted in applying the limb before the stump was healed, in which case the limb is useless. Some manufacturers, too, have heartlessly imposed upon the soldier who had an order for a limb, by giving him one of inferior quality, or cheating him out of extra payment for pretended improvements. These offences have been punished when discovered. Some curious statistics may be introduced at this point. From July 16, 1862, to July 1, 1866, the Department has supplied to maimed soldiers 3,981 legs, 2,240 arms, 9 feet, 55 hands, 125 surgical apparatus, while about 1,000 limbs remain to be supplied, at a cost of about $70 000. To these lists of the shorn limbs of Union heroes must be added those of the troops who fell victims to Confederate ball or bullet before July, 1862; the thousands upon thousands whom death soon relieved of the pang of trailing through life a marred body; all those who supplied from private resources the fictitious members, and those who still resolutely decline their uses, holding, in the words of an Army chaplain, that "hereafter, in America, the empty coat-sleeve" "shall be a patent of nobility."

With regard to what is called the "average mean "strength" of the troops, that of the white soldiers for the year was 100,133, and the proportion of deaths from all causes to that of cases treated was 1 to every 52; the "average mean strength" of colored troops for the year was 53,541, and among them the proportion of cases taken sick was greater than with the white troops, and the deaths one in twenty-nine of the cases treated. This result shows, we should judge, a greater power of resistance to disease in colored than in white troops, though, of course, it may be but a partial and somewhat deceptive criterion. But we believe the fact has also been substantiated in other ways.

We have already seen how swiftly the work of the Department was contracting, by a reference to its expenditures. Something also may be judged from the fact that of 64,438 patients remaining in General Hospitals, June 30, 1865, and admitted during the year following, on the 30th of June, 1866, only 97 remained under treatment. One hundred and seventeen Surgeons and Assistant Surgeons of Volunteers, and 1,733 Acting Assistant Surgeons, have been mustered out during the year, and but 264 of the latter grade remained in July last; a corresponding diminution has been made of Hospital Stewards. Of the 98 applicants for positions in the Army Medical Staff, in September, 1865, only 19 passed.

An admirable service has been done during the year in furnishing official evidence of death or discharge from disability in no less than 49,212 cases of soldiers' claims. This necessary information has been obtainable from no other source, and was given to the most worthy and often the neediest of the "Nation's "wards." Beside this, 210,027 discharges upon certificate of disability have been examined and classified. We may add here that the total number of surgical cases classified and recorded is, of "wounds," 133,952, and of "operations," 28,438. Another interesting fact is that, beside the large quantities of ice, fruit, vegetables, etc., bought by the Hospital Fund, the Medical Department alone furnished 48,661 tons of ice to the sick and wounded, during the war. To the Medical Department is due much praise for its rigid quarantine and sanitary precautions on the Southern Atlantic sea-board, by which the cholera, during the year past, has been prevented from spreading among the troops.

Finally, we have a full return at last, of all the casualties in the Regular and Volunteer Medical Staff during the war. They number 336; of these, 29 were killed in battle; 12 by accident; 10 died of wounds; 4 in Confederate prisons; 7 of yellow fever; 3 of cholera; 271 of other diseases. During the war, also, 35 medical officers were wounded in battle. Altogether, this Report of General BARNES becomes, by its concise and pungent statement of facts, a worthy tribute to the Department over which he presides. Take his records and those of the many State medical organizations, and those of the Sanitary and Christian Commissions, and we may judge what science and humanity conjoin to do, in our age, to soften the cruelties of war.

THE Report of the Secretary of the Navy, elsewhere presented entire in our columns, is a document of unusual interest and value. It is evidently prepared with great care, and not only records the usual geographical survey of the positions of our squadrons, but contains a full record of the work of the Department for the past year, and many valuable suggestions for the year to come. The all-important fact is, that, while the Navy expenses have been reduced, by stringent economy, to the minimum, and surplus stock sold, there is still a large and available naval force ready for any exigencies; and the means are at hand for suddenly swelling that force to double its present proportions. For the coming year, the estimates are just about half of the expenses of the year past, those estimates being $23,568,436. The number of vessels now in service is 278, with 2,351 guns.

There are two subjects which we hope will engage the instant attention of Congress. The first is, our harbor defences; the second, the proper care of our iron-clads. It is very well known that, on this latter subject, the House took action during the last session of Congress, by voting to accept League Island for naval purposes; but, in the Senate, the bill fell through from neglect. Now, it is unquestionable that the channel in the neighborhood of League Island may be so improved as to furnish abundant accommodation, not only for the iron-clads, but for other purposes desirable in a Navy-yard. It is to be hoped, therefore, that the Senate will early take up this important measure, so strongly urged by the Secretary. While the delay is going on, the iron-clads are suffering from neglect.

The Secretary also, we observe, makes a strong plea for the "reconstruction" of the Yards at Norfolk and Pensacola. At the former point, only wrecks of the old structures escaped the ravages of war, and at the latter nothing but a few out-buildings and stables were left. The former has been put partially in working order, but for the latter little has been done. The Norfolk Yard, being the only one on the Southern Atlantic seaboard, and having an excellent harbor, should be built up again at as early a date as possible. It contains, as the Report says, a permanent dry-dock, which has been of incalculable value to us in the repair of vessels cruising in that region, and so saving the expense of the voyage North, and back to the station. This was true during the Rebellion, with vessels on the blockading squadrons, and it would be equally true in the event of any future war, foreign or domestic. And, with regard to the Pensacola Yard, it is justly remarked that "upon it, even "in its present ruinous state, we must depend for re"pairs and supplies for any squadron we may employ "to guard the ocean outlet of the great central valley "of the Union, and of our whole coast bordering on "the Gulf. To neglect to put that Yard in proper "condition would be to neglect Iowa, Illinois and the "States North, as well as Louisiana and Mississippi." Suppose, for example, that the present Mexican difficulties had resulted in a general war with France. The war, to a great extent, would have been a maritime one, from the ocean barrier which separates the combatants. Yet, in this case, we should have had not a single Navy-yard in the Gulf, to which to send our steamers for repairs, and the delay and expense of transferring them to the North and back would have to be incurred in each instance.

REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT, December 3, 1866.

SIR:—I have the honor to present the annual report of the condition and operations of this Department and of the Navy during the year. The reduction of the naval force at home and the establishment and reënforcement of the squadrons abroad, with the repairing and placing in efficient condition the vessels and machinery which had become worn and defective by long and constant hard usage, have continued to be objects of paramount importance in the administration of naval affairs since my last annual report.

When the war terminated, which had developed the energies and the resources of the country, and so stimulated the activity and inventive powers of our countrymen as to have given extraordinary efficiency to the Navy, this Department became relieved of some of the labor and much of the responsibility which for four years had commanded its unremitting attention. But to reduce the immense armament which the exigencies of the period and the power of the Government had called into existence, to discontinue the blockading squadrons, to dispose of the large number of captured and purchased vessels which had been used for war purposes, to discharge and retire the Volunteers from service, to suspend the work which had been commenced for increasing the Navy, to contract within proper limits our naval force, which, during the war, had assumed a magnitude that gave us foremost rank among naval powers, while yet placing our Navy upon a substantial but economical peace establishment, involved no inconsiderable amount of labor and responsibility, as well as of judgment and discrimination.

While these reductions from the war standard have continued to occupy the attention and the efforts of this Department during the year, it has also been vigilant to organize and reëstablish efficient squadrons abroad, and, for the protection of American interests and the assertion of American rights, to have one or more of our vessels visit every important point where our commerce has penetrated.

Not until after the fall of Fort Fisher did the Department spare any labor or effort to strengthen and increase our naval power; but down to that period it was pressing forward with the same energy and determination in the construction of additional vessels and machinery, and in procuring additional ordnance supplies and munitions, as during any period of the war.

The possession of the Mississippi River and its tributaries had justified the diminution of the naval force which was made on our internal waters at an earlier period, although an efficient and well-organized squadron continued to patrol those rivers until the Rebellion was wholly suppressed.

At the close of the war the Government had at its command an immense Navy, composed partly of vessels built for fighting purposes, and partly of vessels which had been captured or purchased from the commercial marine and armed for the service.

Contracts for new vessels which had been commenced, and for engines which are in the course of construction, must necessarily go forward to completion; but as far as has been practicable, all such work in the Navy-yards and elsewhere is suspended. At the earliest moment consistent with the public interest, most of the captured and purchased vessels were sold and returned to the merchant service, from which they had been originally procured. They thus, after having been used to suppress the Rebellion, are contributing in a measure toward reëstablishing commercial and social relations among the States which had been arrayed in conflict. Some naval-built steamers, hastily constructed for war purposes, which there is no object in further retaining, have also from time to time, as opportunity presented, been put in the market and sold to advantage. In this manner and by these means our large Navy has been reduced and brought within the limits of a proper peace establishment.

The naval stations which were established at various points on the southern coast to promote the efficiency of the blockade have been discontinued, and the supplies which were on hand when the blockade was raised and the squadrons were withdrawn have been sold or transferred elsewhere, as the public interest required. The reduction of these stations has been effected as economically and with as little waste as was possible.

Prudence required that a naval force should continue for a period to line our coast, in order to prevent any renewal of hostilities, or any further infraction of the laws. Happily no contingency has arisen calling for naval interposition, and it is a subject of congratulation that since the surrender of the armies and the termination of the blockade, tranquillity has prevaded the States which were in Rebellion. The people lately in insurrection have peacefully submitted to the result of the war, accepted its legal consequences, acquiesced in the decision against secession, and acknowledged their allegiance to the Constitution and the Government of the Union. Some discontent has been exhibited in consequence of the attempts to impose upon this portion of our countrymen, since their submission, terms which are regarded as in the nature of *ex post facto* laws, and to enforce on the States, as a condition precedent to their resumption of their rights under the Constitution, the adoption of an amendment to that instrument, in the preparation and presentment of which they had no voice or representation, and which, if incorporated into the organic law, is conceded as changing in essential respects the character of the government. That they and others should object to and oppose such a measure is not surprising. So far as they are concerned it conflicts with the acknowledged truth that government derives its just powers from the consent of the governed, and it conflicts equally with the method prescribed by the Constitution for the initiation and submission to the States of all amendments to the fundamental law. Yet never, perhaps, in the annals of the world, have the inhabitants of such an extent of country, previously accustomed to self-government, so soon and so generally submitted to the results brought upon them by defeat. Intemperate language has been uttered by violent and inconsiderate partisans, but peaceable acquiescence has generally prevailed for the last eighteen months through the South. A domestic disturbance of a local character, having its origin in a controversy concerning the State government, broke into a lamentable riot at New Orleans, which was speedily suppressed without assistance from the naval vessels which were in front of the city, and ready to render aid if required. There was not then, nor has there been in any quarter, resistance to the Federal authority; nor have there been any of the anticipated outbreaks such as in other countries have followed the disbanding of great armies, and which it was apprehended might require not only military but naval force to overcome. The Rebellion being suppressed and the cause or pretext which led to it extinguished, there has been no obstacle to the reëstablishment of the Union and the restoration of fraternal relations, save the passions and resentments incident to a civil war. Gradually our home squadrons have been diminished and finally wholly withdrawn, excepting a force which has been and is maintained in the Gulf with reference as much to foreign as domestic affairs.

GENERAL EXHIBIT OF THE NAVY.

The total number of vessels in the Navy at this time is two hundred and seventy-eight, armed with two thousand three hundred and fifty-one guns. Of these, there are in commission and on active duty one hundred and fifteen vessels, carrying one thousand and twenty-nine guns. The following general exhibit gives in detail a statement of the character and condition of the naval force:

	Number.	Guns.
Vessels in squadron service	69	694
Vessels on special service	9	83
Vessels on service at home stations, including receiving-ships, Naval Academy, Navy-yard duty, etc.	37	252
Total number of vessels in commission	115	1,029
Iron-clad vessels laid up	54	247
Iron-clad vessels not completed	7	40
Steam vessels not completed (old line-of-battle ships)	2	....
Wooden vessels laid up, repairing, fitting for sea, and for sale	81	749
Total number of vessels and guns	278	2,351

The total number of seamen in the Naval and Coast Survey service is about 13,500 men.

THE SQUADRONS.

In the Spring of 1865, measures were taken, while reducing our naval force and disbanding our blockading fleets, to re-estaolish our foreign squadrons, which had been recalled in the Spring of 1861. For four years our commercial interests had necessarily been left almost without other protection than such as could be rendered by a few isolated cruisers, which represented us at remote points. But the display of the flag of the Union in foreign ports and on distant seas, even at long intervals, by a roving man-of-war, was an admonition of the naval power of the Republic, which, though employed for the time in aiding to suppress domestic difficulties, it was well understood would be prompt and efficient in vindicating the rights and interests of our countrymen.

Before the close of the year in which the Rebellion was suppressed, our foreign squadrons were re-established, and the admirals in command on their respective stations. These squadrons have been from time to time augmented, and, with a degree of activity and energy never before exhibited, have, by one or more of their vessels, during the year visited nearly every principal port of the world. The views of the Department enjoining activity, and the exhibition of the flag of our Navy wherever our commerce penetrated, have been faithfully observed, and the reappearance of our men-of-war has been welcomed, not only by our countrymen, but by the people of every nation which they have visited.

EUROPEAN SQUADRON.

The restrictions imposed upon American armed ships during the Rebellion, by the great maritime Powers of Southern Europe, virtually excluded our naval vessels from the ports of those countries. When Rear-Admiral Goldsborough received his orders, these restrictions had not been removed, and, avoiding for the time the ports and countries from which our men-of-war had been excluded, he established his headquarters at Lisbon.

This squadron, which is still commanded by Rear-Admiral Goldsborough, is composed of the following vessels:

	Guns.		Guns.
Colorado, flag-ship	48	Canandaigua	9
Ticonderoga	11	Frolic	5
Augusta	10	Miantonomoh	4
Swatara	10	Guard	3
Shamrock	10	Ino	3

The limits of this squadron embrace the Mediterranean, the western coast of Europe, and Africa as far south as St. Paul de Loanda. Great activity has been exhibited by most of the vessels, some of which have visited the principal ports of the Baltic and the Mediterranean, as well as those on the Atlantic. Except when important public interests or some unavoidable circumstance has rendered their presence in port indispensable, the ships have been almost constantly cruising In pursuance of the system of active operations adopted by the Department when re-establishing the foreign squadrons, lengthy anchorages and cruising collectively have been avoided.

These naval representatives of our country were warmly welcomed by the different nationalities, and more extended commercial and friendly intercourse was invited. The appearance of our naval vessels gave confidence wherever they went, and encouragement to the immense emigration which, like an irresistible current, flows with increasing volume westward, especially from Northern Europe.

On the decks of one or more of the vessels of this squadron the sovereigns, or some representative of the reigning families, and the people, of most of the maritime Powers of Europe have, during the year, received and interchanged courtesies with our officers. All expressed their gratification with the reappearance of our flag in their waters, and extended their congratulations on the return of peace and the restoration of the Union.

When the usual tranquillity of any of those countries has been disturbed by wars and revolutions, the appearance of our flag has imparted security to our citizens there located. In the early part of the year the disturbed condition of Spain, and during the Summer the war between Austria and Prussia and Italy, excited lively interest. An ample force during those periods was maintained on the Spanish coast, and the German ports were visited. When agitations and revolutions ceased in one quarter, and peace was restored in the other, the active movements of the squadron were resumed.

The *Ticonderoga* passed the Dardanelles and went up to the capital of Turkey on the 7th of September. The anchoring of a man-of-war of her dimensions in the Bosphorus, before the palace of the Sultan, had not been permitted to the naval vessels of any other Power since the treaty of 1856. The officers were received by the Sultan and people in the most cordial manner, and the vessel was visited by the Grand Vizier, his minister of foreign affairs and others of his cabinet, and by the members of the diplomatic corps at Constantinople. On her arrival at Tripoli, on the 18th of October, she was received with marked courtesy by his Highness Prince Pasha and the officials in the place. Our Consul there reports that the visit had a most happy effect, none of our men-of-war having visited the place for several years.

The shores of Greece, the Syrian coast, the Barbary States, and the settlements on the northwest coast of Africa accessible to our ships-of-war, have received due attention, and friendly relations have been cultivated in all those quarters.

The large emigration to our shores from Germany and Northern Europe rendered it important that special attention should be directed to that quarter. Early in the Spring the Department had made preparations to send out the turreted iron-clad *Miantonomoh*, accompanied by the steamer *Augusta*, to join the European Squadron. Before these vessels were ready to sail, Congress passed the resolution approved May 16, 1866, greeting the Emperor, and congratulating the people of Russia on the escape of his Imperial Majesty from assassination. A request that the President should forward a copy of this resolution to the Emperor, followed by the authorized appointment of an additional Assistant Secretary of the Navy for six months, led to the designation of Assistant Secretary G. V. Fox to bear to his Imperial Majesty the resolution of Congress. He was authorized to take passage in the *Miantonomoh*, which vessel, with her companion the *Augusta*, was directed, before reporting to Rear-Admiral Goldsborough, to proceed to Cronstadt to carry out the purpose of Congress. In compliance with these orders those vessels have visited the Baltic, and have also entered the principal ports from Cronstadt to Lisbon, including the capitals of Sweeden and Denmark.

The reception of this force wherever it has appeared, and especially in Russia, where all classes were impressed with the friendly sympathy evinced by our Government toward the Emperor and people, was of a most flattering character. The Assistant Secretary and the officers of the Navy were welcomed with festivities and extraordinary courtesy and attention for a succession of days, not only at St. Petersburg, but at Moscow, and throughout the empire, and warm friendship was everywhere manifested for our country and people.

Great courtesy has been shown the squadron in the ports of those countries from which our men-of-war had for several years been excluded, and every facility has been extended at their dock-yards and elsewhere for the accommodation and repairs of any of our vessels.

Contagious disease has prevailed at many places, which our vessels could not visit unless required to do so by absolute necessity.

In order shat the activity and service of this and all our squadrons may be known and appreciated, an enumeration of the ports which they have respectively visited is given.

During the year the flag of the Navy has been shown at Queenstown, Kingston, Belfast, Liverpool, Swansea, Falmouth, Portsmouth, Southampton, Plymouth, Sheerness, Spithead, Chatham, and other points in Great Britain; Marseilles, Toulon, Brest, Cherbourg, L'Orient, Rochefort, Lormont near Bordeaux, and Villa Franca, in France; Barcelona, Malaga, Carthagena, Corunna, Valencia, Gibraltar, Terragona, Cadiz, Ferrol, Port Mahon, Vigo, and other ports in Spain; Lisbon and Oporto, in Portugal; Messina, Palermo, and Syracuse, in Sicily; Naples, Spezia, Leghorn, and Civita Vecchia, in Italy; Milo, Athens, and Piræus, in Greece; Constantinople and the Islands of Candia and Cyprus, in the Turkish dominions; Syria, Beyrout, Trieste, Venice, Alexandria, Tripoli, Tunis, Algiers, Tangier, Antwerp, Kiel, Hamburg, Flushing, Nieuwe Diep, Sierra Leone, Monrovia, the Cape de Verd Islands, the Canaries, the Azores, Porto Praya, St. Iago, the ports on the Elbe and Weser in Germany, and many others of lesser note.

ASIATIC SQUADRON.

The Asiatic Squadron embraces the eastern coast of Africa and Asia, and the islands which stud the seas and ocean eastward of the Cape of Good Hope. The squadron is commanded by Rear-Admiral H. H. Bell, who reached Batavia, within the limits of his command, on the 28th of December, 1865. The vessels of the squadron are—

	Guns.		Guns.
Hartford, flag-ship	23	Shenandoah	9
Wachusett	10	Wyoming	7
Monocacy	10	Supply	6
Ashuelot	10	Relief	3

All the open ports of China, including some which no American man-of-war had ever entered, have been visited by the vessels of this squadron. Rear-Admiral Bell in April proceeded to Canton, where he had a friendly reception and an agreeable interview with the Governor-General of the Quantung provinces. The disposition manifested toward our country and countrymen was of a gratifying character. Unlike the great maritime nations of Europe, the Chinese Government and people gave no encouragement or recognition to the Rebels in their war upon the Union.

American residents in that far distant quarter of the globe have not been interfered with in their legal pursuits, or molested by the natives, save in a single instance. The exception was that of the United States Consul at New Chwang, who was assaulted by a party of dissolute characters. The *Wachusett* was dispatched in June to that port for the purpose of securing the arrest and punishment of the parties who were engaged in the outrage. By the considerate yet determined course of Commander Townsend, the trial of eight of them was secured and conviction followed. The ninth, and chief instigator, whom the authorities seemed powerless to arrest, was seized by Commander Townsend and delivered over for trial.

While waiting the decision of the courts in the case of these outlaws, Commander Townsend, at the request of the Chinese customs authorities, availed himself of the occasion to survey the bar at the mouth of the Lian River. The channel was ascertained and buoyed for the benefit of the commerce of the world.

The increase or renewal of piracy in the Chinese waters has rendered the institution of decisive and vigorous measures for its arrest a necessity. Rear-Admiral Bell has been fully authorized to act in concert with the naval commanders of other nations on that station, in the suppression of piratical depredations.

The small number of our vessels in those waters—as compared with the English and French fleets—as well as the size of our ships, has not admitted of enlarged and complete arrangements for pursuing the lawless depredators, who seek shelter among the shoaled and most intricate waters. A class of smaller vessels will soon re-enforce this squadron. In the mean time, Rear-Admiral Bell is giving his earnest efforts to this great object, and the force under his command is under orders to pursue with vigor and destroy all piratical vessels, and deliver the captured freebooters to the authorities at the nearest consular ports.

During the Summer, Rear-Admiral Bell has visited the several open ports of Japan in his flag-ship, the *Hartford*, taking with him one or more of the other vessels of his squadron. He passed through the Straits of Simonosaki and the inland sea, where no American man-of-war had been since 1863. There were apprehensions that he might meet with some opposition in that quarter in consequence of the rebellious attitude of the Prince of Nagote toward the government of the Tycoon and the existence of war between them. He met with none, however, and the passage was made quietly, without holding communication with the citizens of the disaffected province, in accordance with his determination announced to the Governor of Nagasaki before departing from that port. This pass is an important one to the commerce of the United States, and the passage of our vessels through it, during a season of hostility, indicates that there is a disposition on the part of the people of Japan to reciprocate the kind feelings which we entertain toward them and to respect our flag.

The manifestations of the Japanese toward Americans have been more friendly than to any other nation. While Europeans were excluded from intercourse with them, they entered into treaties with the United States and opened their ports to our trade. It is important in every point of view that these amicable relations should be cultivated and sustained, and that there should be no aggressive act on our part to interrupt or disturb them. In the not distant future it will be of importance to this country to secure the commerce of Japan, and we should not permit ourselves to become complicated in the controversies of other powers with this peculiar people. Such is the policy of this Department.

The *Shenandoah* on her way to the Asiatic coast visited many points, after leaving the Cape of Good Hope, unfrequented by vessels of the United States Navy. The intercourse between the officers and the authorities in all instances was mutually pleasant. While at Tamatav, in the island of Madagascar, Captain Goldsborough, in company with the United States Consul and a large number of officers of the *Shenandoah*, made an official visit to the Governor of the Province, by whom, surrounded by his counsellors, he was received in the council chamber. The Governor expressed his gratification and pleasure in seeing an American vessel-of-war for the first time in a port of Madagascar, and offered any assistance in his power which the vessel might require. The treatment received from the natives was most kind and hospitable.

Proceeding up the Arabian sea, the *Shenandoah* anchored in the cove of Muscat on the 15th of September last, where she remained until the 18th. Immediately on the arrival of the vessel an officer came on board with the compliments of the Iman, to extend welcome to the port, to offer the facilities of the place, and to express the desire of his Highness to exchange the customary courtesies. A salute of twenty-one guns was fired by the *Shenandoah*, and promptly returned. The commanding officer and others of the vessel called on the Imam, who, surrounded by the Governor of the province, the councillors of state, and several military officers, received them in a dignified manner. The Iman was particular in his inquiries as to the health of the President and the people of the United States, with whom he hoped to be always on terms of peace. There are no American residents at this place, but our commerce, which we desire to encourage and extend to every sea, was not absent from this distant quarter, there being two vessels at the time belonging to our countrymen waiting cargoes in the cove of Muscat.

In May last the headquarters of the squadron were removed from Macao and re-established at Hong Kong, which is considered the most convenient and best adapted locality for that purpose.

The following ports, among others, have been visited by the vessels of Rear-Admiral Bell's command: Macao, Swatow, Amoy, Foo-Chow, Ningpo, Shanghai, Whampoa, Canton, New Chwang, Chee-Foo, Tang-Chow, and Taskee, in China; the ports of Japan; Manilla, in the Phillippine Islands; Ambong, in Borneo, and Batavia. On her way out the *Shenandoah* touched at Fayal, Funchal, Santa Cruz, Porto Grande, Porto Praya, Simonstown, Mauritius, Tamatav, in Madagascar; Mahe, one of the Seychelles group; Muscat, in Arabia; Bombay, Ceylon, Calcutta, Penang and Singapore.

NORTH ATLANTIC SQUADRON.

During the greater part of the year the service required of the Navy on the North Atlantic coast and in the West Indies has been divided between three squadrons, but on the 1st of November last the Atlantic Coast and West India Squadrons were consolidated, and thereafter designated the North Atlantic Squadron, the combined forces being commanded by Rear-Admiral Palmer. The vessels are as follows:

	Guns.		Guns.
Rhode Island, flag-ship	12	Monongahela	9
Osceola	10	De Soto	9
Saco	12	Bienville	9
Mackinaw	10	Yantic	9
Winooski	10	Conemaugh	8
Agawam	10	Florida	6
Lenapee	10	Daffodil	1
Chickopee	10		

Until the union of the West India and Atlantic Coast Squadrons, the former was under the command of Rear-Admiral Palmer, and the latter under Commodore Joseph Lanman. The vessels of these squadrons, beside guarding the coast, have visited the following points outside the United States: Havana, St. Iago de Cuba, Matanzas, Bahia Honda Caye, Cardenas, and the principal cays and islands on the north side of Cuba; the Anguilla group, the Cayman Islands, Bermuda, St. Thomas, Port au Prince, and Cape Haytien, in Hayti; St. Domingo City; St. John's, and Mayaguez, in Porto Rico; Kingston and Port Royal, in Jamaica; Santa Cruz, St. Christopher, Nevis, Antiguay, and St. Bartholomew's, of the Leeward Islands; Barbadoes, Trinidad, Martinique, Tobago, St. Lucia, and St. Vincent, of the Windward Islands; Demerara, in British Guiana; La Guayra and Port Cabello, in Venezuela; Curacoa, and the Island of Nevas. Some of these points have seldom or never before been visited by an American man-of-war. There has always been a vessel at Aspinwall, prepared to give assistance and protection to the immense numbers of our countrymen and the vast wealth crossing the Isthmus. A portion of the squadron has been on the northeastern coast, and visited Halifax, St. John's, Pictou, the Magdalen group, Prince Edward Island, and other points.

Revolutionary movements and civil disturbances in Hayti and St. Domingo, which threatened to place in jeopardy the lives and property of American residents, or made them apprehensive of danger, have called for visitations of our naval vessels and the exhibition of the flag at frequent intervals in those quarters. There has, however, been no occasion for interference, for the rights of our countrymen have been respected.

Rear-Admiral Palmer, in April last, was ordered from the West Indies with a portion of his command to the northern limits of his station, in consequence of apprehensions then prevalent in regard to the condition and treatment of our fishermen on the eastern coast. But the liberal and conciliatory policy of the English government dissipated all apprehended difficulties, and the questions were early in such train of adjustment that no necessity arose requiring the presence of a naval force on the fishing banks; other threatening questions were also quietly disposed of. During the Summer, Admiral Palmer visited Halifax in the steamer *Rhode Island*, and the *Winooski* in June and July made a cruise among the fishing fleets in the Gulf of St. Lawrence. Our citizens engaged in the fisheries were found pursuing their avocation quietly, and good feeling between them and their neighbors prevailed. The intercourse between the officers of our service and the authorities at the British ports visited was most friendly, and the former were the recipients of gratifying attentions.

The vessels on the West India station were instructed to exercise vigilance in detecting lavers and preventing the slave trade, provided any lingering remains of that nefarious traffic still existed. But no captures have been made, and it is to be hoped this infamous trade is extinguished.

SOUTH ATLANTIC SQUADRON.

The South Atlantic Squadron, which embraces the southeastern coast of South America, and the west coast of Africa from the Cape of Good Hope to St. Paul de Loanda, is commanded, as at the date of the last annual report, by Rear-Admiral Godon. The vessels are the

	Guns.		Guns.
Brooklyn, flag-ship	21	Shawmut	6
Juniata	15	Nipsic	8
Hunchin	10	Wasp	3
Kansas	9	Onward	3

The vessels of this squadron have, during the year, visited Rio de Janeiro, Bahia, St. Catherine's, Ceara, Maranham, Pernambuco, and Santos, in Brazil; Buenos Ayres and Rosario, in the Argentine Republic; Montevideo, Colonia, and Pasandre, two hundred miles up the Uruguay River, in Uruguay; Concepcion, in Paraguay; St. Paul de Loanda, Benguela, Little and Great Fish Bays, and other points on the coast of Africa, the Falkland Islands and St. Helena.

The duties of this command have been faithfully and promptly performed, without any extraordinary incident to record. The re-establishment of the squadron in that quarter has been productive of friendly and beneficial intercourse between the officers and seamen of our service and those of other Powers in whose waters our vessels have appeared. Rio de Janeiro has been selected as the headquarters of the squadron, and at St. Paul de Loanda, which is now embraced within its limits, a joint depot of stores and supplies for the South Atlantic and European Squadrons has been established. It is believed that so far as the former squadron, particularly, is concerned, the arrangement will be productive of economy, and that advantage is to flow from embracing a portion of the southwest coast of Africa and the east coast of South America in one squadron. The saving of fuel—one of the most costly articles on our foreign stations—is a subject worthy of the closest attention, and is one of the objects which the Department had in view in fixing the present limits of the squadrons. A vessel taking its departure from some point on the southeast coast of South America can run before the wind, over to the African coast, follow that coast under steam to the depot at St. Paul, and then take the trade-winds back to the coast of Brazil.

The *Juniata* arrived at Rio on the 16th of September, having made a successful cruise to the southwest coast of Africa. The information obtained by her goes far to confirm the impressions that the maintenance of a permanent squadron on the African coast will no longer be required. But one slaver had been fitted out on the southern coast of Africa within the past year, and she had been captured on the coast of Cuba with her cargo. It was the opinion of prominent officials at Loanda, including the French Admiral on that station, that the slave trade had expired, and that this blot on civilization had become at last a matter of history.

In assigning to the European and South Atlantic Squadrons the duties heretofore performed by what was known and maintained as the African Squadron, that distinct organization has been dispensed with, and the service is more economically performed.

The prevailing war between the allied Powers of Brazil, Uruguay, and the Argentine Republic and Paraguay has rendered it advisable to keep one or more vessels in the vicinity of the La Plata. The flagship has been most of the time in that locality, and American citizens and interests have received due care and attention, aid and encouragement being always near at hand and ready to be extended in their behalf.

In April last Rear-Admiral Godon ascended the Uruguay River as far as Pasandre, some two hundred miles above Montevideo.

NORTH ATLANTIC SQUADRON.

The extensive limits of the Pacific Squadron, and the important and rapidly increasing American interests on the western coast of this continent, which require to be protected, rendered a division of the naval forces advisable. By this division the North Pacific Squadron was made to embrace the coast of North America and the Sandwich Islands, and was placed under the command of Rear-Admiral Thatcher. This officer hoisted his flag at San Francisco on the 6th day of August, 1866. The following vessels have been allotted to this squadron:

	Guns.		Guns.
Vanderbilt, flagship	15	Jamestown	22
Pensacola	21	Lackawanna	9
Saranac (temporarily)	13	Mohican	8
Suwanee	12	Resaca	8
Mohongo	10	Saginaw	4

The *Pensacola*, *Mohican*, and *Resaca* have not reached their destinations, and the *Saginaw*, under authority of an act of Congress, is aiding the Western Union Telegraph Company in laying a telegraphic cable on the northwestern coast.

The vessels of the squadron have visited the Sandwich Islands, the ports of Central America, Puget Sound, and Acapulco Guaymas, Mazatlan, San Blas, and La Paz, in Mexico. At all times one or more vessels have been at San Francisco, and also at Panama, ready for any emergency, and there has been almost constantly a vessel at or in the vicinity of Acapulco, the most important point to our interests on the west coast of Mexico.

In the latter part of September a conveyance to Honolulu in the *Vanderbilt* was tendered to and accepted by Queen Emma, and the vessel sailed from San Francisco on the 13th of October on that service.

A more thorough exploration of the Pacific ocean, with a view of correcting the charts and thereby lessening the dangers to navigators, is important, and our cruising vessels are expected to render themselves useful in ocean surveying service. Under the special direction of the Bureau of Navigation, which is intrusted with the details of such work, much valuable nautical information may be obtained by competent and efficient officers, who, with the means furnished to each vessel, will be able to correct some existing errors and establish with approximate correctness the geographical position and actual extent of many of the dangers which are now imperfectly stated. The cruising vessels of this squadron, when not on special service, instead of avoiding these reported but doubtful and ill-defined dangers, will make it their duty to ascertain, by actual observation and search, the exact facts in regard to them, and report full particulars to the Department.

SOUTH PACIFIC SQUADRON.

The South Pacific squadron extends from Panama to Cape Horn, and includes within its limits Australia. This squadron is under the command of Rear-Admiral Pearson, who, until the division of the squadron, had charge of the entire force in the Pacific ocean. He is to be relieved by Rear-Admiral Dahlgren, who sailed from New York on the 1st inst. The vessels composing the squadron are the following:

	Guns.		Guns.
Powhatan (flagship)	22	Dacotah	7
Tuscarora	10	Farallones	6
Wateree	10	Fredonia	4
Nyack	8		

The *Lancaster*, recently attached to this squadron, is on her return to the United States. The following points have been visited during the year: Valparaiso, Callao, and the commercial ports between those points; the Chincha Islands, Payta, Guayaquil, Panama, and the Straits of Magellan.

Events transpiring on the coast of Peru and Chili have rendered the presence of the greater part of the Pacific squadron necessary in that vicinity. In the absence of Rear-Admiral Pearson on a cruise to the Sandwich Islands, war was declared and entered into between these Powers and Spain. Information of this fact was despatched to Rear-Admiral Pearson, with orders to proceed without loss of time to Peru and Chili. These did not reach him until his return to San Francisco. With as little delay as possible he proceeded to execute the orders he received, but before he arrived at Valparaiso the Spanish fleet had bombarded the city, inflicting great damage.

In anticipation of active hostilities between Spain and the southern republics, whereby American interests, and especially the shipping interest at the Chincha Islands, might be put in jeopardy, the Department had taken, the preceding Autumn, measures for reënforcing our squadron in the Pacific by sending thither a special force, consisting of the turreted iron-clad *Monadnock* and the steamers *Vanderbilt*, *Tuscarora*, and *Powhatan*, under the command of Commodore J. Rodgers. This officer reached Valparaiso previous to the bombardment of that city, and apprehending the views of the Department, remained on that station for the protection of our countrymen until the arrival of Rear-Admiral Pearson. The appearance of so distinguished a commander, with a formidable squadron, on the eve of so important an occasion and in the absence of Rear-Admiral Pearson, was opportune and fortunate.

The course pursued by Commodore Rodgers in protecting American interests, and in observing and preserving neutrality in the harbor, met with approval. Whatever may have been his opinions or feelings as regards the course which the Spanish admiral thought proper to pursue, he was not required to interpose his force against or for either party. As the armed representative of this Government, which was on friendly terms with each of the belligerents, it became his duty, even while endeavoring to mitigate the harsh severities of war, to maintain a strict neutrality. His friendly offices in the cause of humanity were manifested so long as they could be effective; but the officers of other neutral powers having declined to unite in any decided steps to protect the city, no alternative remained for him to pursue, consistently with the position of this Government toward the parties, than that which he adopted.

After the bombardment of Valparaiso, which took place on the 31st of March, the Spanish fleet retired from before the city and proceeded to Callao. Rear-Admiral Pearson, who reached Valparaiso on the 17th of April, also proceeded to Callao, and was present during the attack on the defences of that port on the 2d day of May. No occasion was presented for him to depart from the neutral position which had been taken, and which has been strictly observed throughout the contest toward these belligerents.

GULF SQUADRON.

Affairs of public policy required that an organized squadron should be continued in the Gulf of Mexico. Commodore John A. Winslow was selected for that command, and entered upon his duties on the 7th day of May, 1866. The vessels of this squadron consist of—

	Guns.		Guns.
Estrella (flagship)	3	Chocura	6
Mahaska	10	Tahoma	4
Tallapoosa	10	Yucca	2
Potomac	26	Glasgow	2
Paul Jones	8	Charlotte	—

The vessels have patrolled the Gulf of Mexico, and repeatedly visited all the ports on our coast from Key West to the Rio Grande; also Havana, Matausas, and Cardenas, on the north side of Cuba, and the waters of the Rio Grande and Tampico, in Mexico.

On repeated occasions during the year one or more vessels of this squadron have been sent to Tampico. Apprehensions were at times entertained by American residents in that city as to their entire security and safety. The reports of the commanding officers to whom this service was assigned indicate that neither American citizens nor American interests have suffered violence from either of the contending parties.

During the Spring and Summer reports were circulated of the intentions of lawless parties to seize colored persons on the southern coasts of the Gulf States and carry them into slavery, the neighboring island of Cuba being their alleged destination. Such contemplated violations of our laws and the rights of humanity were sufficient of themselves to arouse the vigilance of the Gulf and coast squadrons, each of which had its attention called to the subject, and was at all times vigilant to detect such schemes, if they existed, and to intercept those who should venture to engage in them. Judicious inquiry and anxious watching have failed to bring to light any attempt to carry on this detestable traffic. Precaution was taken, by despatching a vessel for the especial purpose, to warn our consular representatives at the neighboring ports of Cuba of suspected movements of the kind referred to, and from an expression of opinion obtained from those officers and others, after diligent inquiry, it is difficult to believe that, even if an expedition of that character were successful in departing from our shores, it would be permitted to land or be received into Cuba.

SPECIAL SERVICE.

Beside the vessels attached to the several squadrons, a number are on special service. The *Sabine*, the apprentice ship of the Navy; the *Massachusetts*, *Memphis*, and *Newbern*, which are used in conveying supplies, mails, and officers and seamen to and from the squadrons on the coast; the *Purveyor*, which has recently returned from St. Paul de Loanda, where she landed a cargo of stores for the European and South Atlantic squadrons; the *Don* and *Ascutney*, used for towing and other service between the yards and stations; the *Sacramento*, on a special cruise and under special instructions to the coast of China and Japan, touching at various localities in the route for the purpose of her mission, and the *Michigan* employed on the Lakes.

The *Sabine* has her headquarters at New London, with her field for cruising extending from the coast of Maine to the Capes of the Delaware.

The *Michigan*, as soon as the ice permitted the resumption of navigation, early in May, was about proceeding on a cruise through the Lakes, when disturbances on the frontier assumed such proportions as to require the co-operation of that vessel with the military and civil authorities to preserve in good faith the neutrality laws. The *Michigan* was engaged in this duty from early in May until June, delaying her annual cruise to the Upper Lakes. When the armed force which invaded Canada was defeated, the fugitives, driven from their positions by the force directed against them, were, about seven hundred of them, captured in their retrert by the *Michigan* on the 3d of June, in Niagara river, off Lower Black Rock. They were retained and provisioned on board the *Michigan* until the 5th, when they were turned over to the civil authorities. On the 16th of June Captain Bryson was notified by the military commander of the district that the co-operation of the *Michigan* was no longer required at that point, the difficulties on that portion of the frontier having terminated. Shortly afterward the *Michigan* made a circuit of the Upper Lakes, visiting Cleveland, Detroit, Mackinaw, Green Bay, Milwaukee, Racine, Grand Haven, and returning to Erie and Buffalo.

The steam frigate *Susquehanna*, Commodore James Alden, is on special service, having been ordered to convey our minister to the Mexican Republic, and Lieutenant-General Sherman to Vera Cruz, or such point as might be required.

MONADNOCK AND MIANTONOMOH.

The turreted or monitor class of vessels was never designed by the Department for cruising purposes, but for harbor defence and operations upon our coast. In the object for which they were intended, these vessels are as formidable and efficient as was anticipated, and will furnish security to any port, and be able to disperse or destroy any blockading fleet which may appear in our waters. The peculiar formation of our coast is in itself a protection against the heavy and formidable iron-clads of immense tonnage and deep draught which European constructors have devised, because, except at a few points, it will be difficult for them to approach within cannon-shot of our shores, and there is but a single port which they can enter from the Capes of the Chesapeake to the Rio Grande. But, while in the estimation of our best naval officers our monitor class of vessels are more than a match for the monstrous and expensive iron-clad structures of Europe, they are of such draught that they can enter all of our principal harbors, and are therefore peculiarly adapted to our coast defence.

The impression sought to be created that these vessels could not venture outside the harbors where they were constructed, or at all events that they could not proceed on a distant voyage, has been dispelled by the cruise of the *Monadnock*, which, after navigating the Atlantic and Pacific, reached San Francisco in safety. The *Miantonomoh*, another monitor of the same type as the *Monadnock*, crossed the Atlantic, passed up the Baltic to Cronstadt, and has visited many of the principal ports of Europe. These vessels have, in these two voyages, disposed in a great degree of the misrepresentations and prejudices which had been created, and proved the ability of the turreted vessels to perform long voyages when required.

Great credit is due to Commodore John Rodgers and the officers and crew who were charged with the labor, responsibility, and risk of vindicating the navigating power and capability of these American naval vessels. To Lieutenant-Commander Francis M. Bunce, who volunteered to navigate the *Monadnock* to San Francisco, and performed that duty, which many deemed hazardous, and not a few denounced as an impossibility, honor and praise and promotion are due for persevering and successful daring. Service such as his cannot otherwise than be appreciated and rewarded by the country.

Rear-Admiral Goldsborough, in a despatch dated the 7th of Nov., 1866, says: "The pilot who went from Cherbourg to Brest with the vessels, a man of large experience, told me that he never in his life saw a vessel behave better than the *Miantonomoh*, and for his part, as far as safety was concerned, he would be willing to go round the world in her. Vice-Admiral Popoff, of the Russian navy, who took passage in the *Miantonomoh* from Hamburg to Cherbourg, also told me that he was particularly struck with her good sea qualities in the midst of a heavy blow and sea encountered just after leaving the Elbe, and that if he was in my place he would prefer being on board of her to the *Colorado*. Indeed, he spoke in the highest terms with regard to her merits on the occasion."

Reports of the performance of the *Monadnock* and the *Miantonomoh* are appended to this report.

QUARANTINE VESSELS.

A joint resolution of Congress, approved March 24, 1866, authorized the Secretary of the Navy to place gratuitously at the disposal of the Commissioners of Quarantine, or the proper authorities of any ports of the United States, to be used by them for qarantine purposes, such vessels or hulks belonging to the United States as were not required for other uses by the National Government; under this authority the sloops-of-war *Saratoga* and *Portsmouth* were placed at the disposal of the Commissioners of Health at New York for service at quarantine—the first-named on the 20th day of April, and the other on the 18th day of May. They were returned to the Navy-yard in the latter part of September, the Commissioners reporting that they were no longer required.

THE NAVY-YARDS.

During the past year the operations of the several Navy-yards have, with a view to economy, been reduced to the lowest limit consistent with the public interest. On several vessels work has been altogether suspended, and on others only so much has been done as was necessary to enable the contractors for the steam machinery to place portions of their engines in the hulls. Six vessels of the class intended for high speed have been launched, and also three others in which the steam power has been somewhat reduced in order to increase the armament. Steam machinery for twelve vessels of the classes here referred to is in an advanced condition, and the Department is under contracts, made during the war, to provide the vessels in which these engines are to be placed. It has, however, been considered advantageous under the circumstances, there being no pressing necessity for this class of vessels since hostilities have ceased, to make temporary arrangements for storing the machinery and postpone the construction of the hulls.

We have in our Navy-yards too few ship-houses. As a matter of economy, ships should be built under cover. Protection from the weather not only facilitates the work during construction, but if retained for any period on the stocks, adds greatly to the durability of the ship after completion.

Fourteen ships are now in the course of construction at the several yards, of which nine are in ship-houses, and five are exposed to the weather. Over these last temporary covers are being erected.

These vessels, and others hastily built during the war, are constructed to a great extent of unseasoned timber, and for that reason it is best that they should remain on the stocks a longer period than would be otherwise required. The vessels which are in the course of construction can be launched whenever it may be necessary to make room for others, for which the steam machinery is being manufactured. Four of the vessels which are now on the stocks are iron-clads, larger and much more formidable than the *Miantonomoh* and those of her class. The steam machinery and turrets for these vessels are prepared and ready for erection whenever it may be considered advisable to lauch them.

In addition to the steamers which are being constructed, or are afloat, it has been deemed expedient to have a class of smaller vessels which, in many cases, can serve the purposes of the Government with greater economy than the larger vessels, particularly in time of peace.

The want of a sufficient number of building-shops, ship-houses, and dry-docks, has been a serious embarrassment and cause of delay throughout the whole of the war. There should be an increase of all these, for the efficiency of the Navy depends in a great degree on having an adequate number of each.

There are in the single navy-yard of Portsmouth, England, eleven dry-docks; more than three times the number that we have at all our yards, for there is only a single permanent dry-dock at any one yard, and but three in all of them. With these limited means, and under these disadvantages, the Department has been compelled to struggle to maintain an emcient Navy in a period of great and exacting trial. Had we a war with a maritime Power, where naval combats would be frequent, and cruising active, the necessity for more docks and larger yards would be great.

The supplies of timber at the different yards have been exhausted during the Rebellion, and it will be true economy to provide an abundance, so that in future emergencies the difficulties and embarrassments recently experienced may be avoided. Our former policy, many years since, was to make an annual increase of ship timber, and other countries have wisely furnished themselves with this material. Commodore Steedman, in a recent communication from Carthagena, in Spain, writes: "It is an interesting fact that there is still a stock of Florida timber in this yard which came from Florida while it was yet a colony of Spain."

In the construction of ships-of-war iron may ultimately, to a great extent, supersede wood; but such are the resources of timber in this country that wooden vessels will, for some time to come, constitute a large portion of our Navy.

For the construction of iron and armored vessels, it can only be repeated that, although our country has the material in great abundance, and possesses many advantages in that regard, we are almost wholly unprepared. In future maritime wars the contests between the great Naval Powers for supremacy on the ocean will be determined chiefly by iron-clad or armored ships. Our turreted vessels or Monitors will be power ul and effective for harbor and coast defence, but in conflict with any European Power our countrymen will hardly be content with merely defensive warfare.

Armored vessels for ocean cruising must necessarily be of large size, which cannot, with the requisite strength, be secured in wooden structures. If attempted, the immense masses of timber must rapidly decay, and the cost resulting from deterioration will be such as no economical and prudent Nation will consent to sustain. Ships for cruising and offensive operations must be such as can use sails, for no vessel can long keep the sea under steam alone. Such vessels as are here suggested should be built at a Government establishment, for though private enterprise can do much in aid of the Navy, the peculiarities of iron vessels for naval purposes are such that private parties cannot undertake the work unless at prices which will cover all the outlay for the establishment, as well as the vessels, for there can be no other customer than the Government for such work.

In this view of the subject it is plainly the interest of the Government to erect its own shops and machinery, and to possess its own establishment for the construction of its iron and armored naval vessels. Several years of preparation will be required to provide the necessary appliances for such an establishment, and a special and convenient location, with ample area, should be promptly selected. In each of the Navy-yards a dry-dock is indispensable, and for a steam Navy there should be suitable shops and accommodations for the repair of vessels.

The Navy-yards at Norfolk and Pensacola, which were almost totally destroyed during the war, require large expenditures to place them in a condition to be efficient. They have been occupied as naval stations since the Government recovered possession, and some repairs have been made at each; but the dilapidated walls and remnants of the former establishments remain in a condition which renders them scarcely fit for occupancy or use. This is more particularly the case at Pensacola, where only a few outbuildings and stables escaped destruction. These are now converted into temporary quarters for the officers on duty at that station. From the limited appropriations which have been made some progress has been effected toward restoration at Norfolk. The destruction of this yard was not so thorough and complete as at Pensacola.

The yard at Norfolk is, in a national point of view, one of the most important, as well as one of the best located, in the United States. It is the only southern yard on the Atlantic coast, is accessible in all seasons, has one of the best harbors in the country, and is, in every respect, favorably situated, with many natural advantages for a naval establishmetn. There is at this yard a permanent dry-dock which, under all the disadvantages that have existed, has been of immense service to the Government in the repair and refitment of vessels, without the delay and additional expense that would have been incurred in sending them further north. Since the termination of the war, most of the machinery which belonged there has been recovered, and portions of it put in operation. But in order that this yard may be placed in proper working condition, at all comparable with its former state of efficiency, and adequate to the future wants of the service, much yet remains to be done.

The yards at Norfolk and at Pensacola are as essential to the Navy and the country as either of the yards at the North, and in the event of a foreign war we could better dispense with one of the yards north of the Chesapeake than with either of these. Our possession of them during the late conflict, even in their dilapidated condition, was of great value to the Union cause. After their recovery the vessels composing the several blockading squadrons were not detached and sent north for ordinary repairs, with loss of service, during their absence, of vessels and crews, but were retained on their stations. The repairs thus effected were made without many of the required facilities, but, notwithstanding great disadvantages, considerable saving ensued to the Government, and the blockade was thereby made more efficient.

The suppression of the Rebellion and the re-establishment of that peace and unity which constitute us one country and one people, make it a duty to restore these national establishments to their former efficient condition. In so far as there was reason during the Rebellion for refusing to do this because insurrection prevailed in the region where the yards are situated, that reason no longer exists. True, the expenditures will be made in States which were in Rebellion, but the Rebellion has passed away, the States are parts of the Union, and the establishments which are to be renovated are national in their character, and of general interest to all. Upon the Pensacola Yard, even in its present ruinous state, we must depend for repairs and supplies for any squadron we may employ to guard the ocean outlet of the great central valley of the Union, and of our whole coast bordering on the Gulf. To neglect to put that yard in proper

(Continued on page 270.)

ABSTRACT OF SPECIAL ORDERS SINCE NOVEMBER 30, 1866.

NOVEMBER 30.—Second Lieutenant De Hart G. Quimby, Fifth U. S. Infantry, will proceed to Fort Leavenworth, Kansas, and report to the Commanding General Department of the Missouri, for temporary duty. As soon as an opportunity offers he will be ordered to join his regiment.

Brevet Major Frank E. Taylor, First U. S. Artillery, is hereby relieved from his present duty, and will proceed, without delay, to join his company (E) at Fort Schuyler, New York Harbor.

The Superintendent General Recruiting Service will prepare detachments of convenient size of the recruits which are or may from time to time become disposable at the General Depots, and forward them, under proper charge, to the regiments hereafter mentioned, serving in the Military Division of the Pacific, until each regiment is filled in the order named; Ninth U. S. Infantry, one hundred recruits required; Fourteenth U. S. Infantry, five hundred and ten recruits required.

DECEMBER 1.—A Board of officers, to consist of Brevet Major-General D. Butterfield, Colonel Fifth U. S. Infantry, Brevet Brigadier-General J. H. Potter, Lieutenant-Colonel Thirtieth U. S. Infantry, Brevet Colonel E. H. Ludington, Assistant Inspector-General, U. S. A., will convene at Jefferson Barracks, Mo., on the 11th day of December, 1866, or as soon thereafter as practicable, to make a thorough examination of that post, with a view to reporting the feasibility of establishing a general recruiting depot thereat. The Board will report to this office the result of its examination under the following heads: First, As to healthiness of the post. Second, Condition and capacity of quarters, bunks, etc. Third, The uses to which the post is at present applied. Fourth, As to the necessity for having, in addition to the one at present established at Newport Barracks, another depot in the West, and reasons for or against it.

Permission to delay joining his regiment, until January 1, 1867, is hereby granted Colonel Edward Hatch, Ninth U. S. Cavalry.

Brevet Major-General James B. Ricketts, Major First U. S. Artillery, will at once repair to Philadelphia, Pa., and report for examination to Major-General Meade, President of the Retiring Board.

Brevet Lieutenant-Colonel W. P. Martin, Commissary of Subsistence of Volunteers, will at once repair to his home and report thence to the Adjutant-General of the Army for muster out of service.

Captain Charles H. Graves, Thirty-fourth U. S. Infantry, will, upon being notified that he has passed a satisfactory examination before the Board of Officers convened at Chicago, Illinois, return to Fort Snelling, Minnesota, and report to the Commanding General Department of Dakota, for assignment to inspection duty.

DECEMBER 3.—Leave of absence for thirty days is hereby granted Brevet Captain H. Latimer Beck, Twenty-second U. S. Infantry.

Permission to delay compliance with so much of Special Orders No. 492, October 4, 1866, from this office, as directed him, upon passing a satisfactory examination before the Examining Board, to rejoin his station and resume his duties without delay, is hereby granted Colonel Daniel E. Sickles, Forty-second U. S. Infantry (V. R. C.), for thirty days.

Captain R. E. Johnston, Forty-third U. S. Infantry (V. R. C.), on being notified by the Board of Officers that he has passed a satisfactory examination, will return to his station at Lexington, Ky., and resume his former duty at that place.

DECEMBER 4.—Leave of absence for thirty days is hereby granted Second Lieutenant James M. Bell, Seventh U. S. Cavalry.

Paragraph 4, of Special Orders No. 523, October 20, 1866, from this office, extending the leave of absence previously granted Brevet Major A. H. Smith, Assistant Surgeon, is hereby amended to read as follows: The leave of absence granted Brevet Major A. H. Smith, Assistant Surgeon, in Special Orders No. 466, September 19, 1866, from this office, is hereby extended thirty days on account of sickness.

DECEMBER 5.—Leave of absence for thirty days is hereby granted Brevet Lieutenant-Colonel A. B. Hasson, Surgeon.

Permission to delay reporting to the President of the Board of Officers, convened in this city by Special Orders No. 403, August 16, 1866, from this office, is hereby granted First Lieutenant R. M. Taylor, Seventh U. S. Cavalry, for two months.

Second Lieutenant Frank Madden, Forty-second U. S. Infantry (V. R. C.), will report in person, without delay, to the Commanding General Department of the East for assignment to duty with his regiment.

Brevet Major A. H. Smith, Assistant Surgeon, is hereby assigned to duty temporarily at Fort Columbus, Governor's Island, New York Harbor, and will report in person, without delay, to the commanding officer accordingly.

DECEMBER 6.—Leave of absence is hereby granted the following officers: Brevet Major James Cullen, Seventh United States Infantry, for three months; Captain James G. Payne, Assistant Quartermaster of Volunteers, for twenty days.

Second Lieutenant S. L. Hammon, Twelfth United States Infantry, will report in person, without delay, to the Commanding General, Department of Dakota, Fort Snelling, Minnesota.

Permission to delay reporting to his regiment for thirty days is hereby granted First Lieutenant G. W. Graham, Tenth United States Cavalry.

Leave of absence from the expiration of his present permission to delay joining his regiment, is hereby granted Captain Geo. E. Alwood, Twenty-seventh United States Infantry, until January 20, 1867.

Permission to delay compliance with so much of Special Orders No. 489, October 2, 1866, from this office, as directed him to report in person, without delay, to the Commanding General and to the Medical Director Department of Arkansas, for assignment to duty, is hereby granted Surgeon C. C. Byrne, until January 1, 1867.

The following-named recruiting officers of the General Service, U. S. A., are hereby relieved from duty in connection with recruiting for the Engineer Battalion, U. S. A., said duty to be performed in future by officers of the Engineer Corps, U. S. A., stationed at those points: Brevet-Colonel H. G. Thomas, Twentieth United States Infantry, Portland, Maine; Brevet Captain Lemuel Pettee, Twenty-ninth United States Infantry, Boston, Mass.

So much of Special Orders No. 579, November 20, 1866, from this office, as granted Brevet Major-General Daniel Butterfield, Colonel Fifth United States Infantry, leave of absence for seven days, is hereby revoked, and the following substituted: Brevet Major-General Daniel Butterfield, Colonel Fifth United States Infantry, will repair to Washington on official business, on the completion of which he will return to his proper station.

DECEMBER 7.—Leave of absence for thirty days is hereby granted Second Lieutenant Henry H. Abell, Seventh United States Cavalry.

Second Lieutenant F. W. Foot, Forty-fifth United States Infantry (V. R. C.), will report in person, without delay, to the Commanding General Department of the Tennessee, Louisville, Ky., for assignment to duty with his regiment.

The permission to delay joining his regiment granted First Lieutenant S. M. Robbins, Seventh United States Cavalry, in Special Orders No. 581, November 21, 1866, from this office, is hereby extended until January 5, 1867.

Second Lieutenant John D. Blaker, Ninth United States Infantry, will report in person, without delay, to the Superintendent General, Recruiting Service, New York City, for duty with recruits to California. On completion of this duty he will join his regiment.

QUARTERMASTER'S DEPARTMENT.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., December 8, 1866.

General Orders No. 95.

THE following memorandum of orders and instructions issued by the Quartermaster-General or received at this office during the week ending December 8, 1866, is published for the information of officers of the Quartermaster's Department.

(Signed) M. C. MEIGS, Quartermaster-General,
Brevet Major-General U. S. A.

Captain H. J. Farnsworth, Assistant Quartermaster of Volunteers, will report in person, without delay, to the Commanding General Department of the Gulf, for assignment to duty as Chief Quartermaster of the District of Florida, to assume the duties of the late Brevet Lieutenant-Colonel W. L. Lothrop, Assistant Quartermaster. S. O. No. 599, A. G. O., December 3, 1866.

Leave of absence is hereby granted to the following officer: Captain James G. Payne, Assistant Quartermaster of Volunteers, for twenty days. S. O. No. 606, A. G. O., December 6, 1866.

Brevet Colonel R. N. Batchelder, Assistant Quartermaster, will proceed to Jeffersonville, Indiana, and relieve Colonel R. C. Rutherford, Depot Quartermaster, of his present duties and of all public money and property now in his possession at that depot. Colonel Rutherford, upon being thus relieved, will proceed to his home, and report from thence to the Adjutant-General of the Army for further orders. S. O. No. 609, A. G. O., December 7, 1866.

Under the provisions of General Orders, No. 79, May 1, 1865, from this office, the services of the following-named officer being no longer needed, he is hereby honorably mustered out of the service of the United States. He will receive no final payments until he shall have satisfied the Pay Department that he is not indebted to the United States: Captain J. C. Mann (Brevet Major), Assistant Quartermaster U. S. Volunteers. S. O. No. 611, A. G. O., December 8, 1866.

Appointments and promotions in the Regular Corps of the Quartermaster's Department:

Lieutenant-Colonel D. H. Vinton, promoted to be Colonel and Assistant Quartermaster-General.

Lieutenant-Colonel E. B. Babbitt, promoted to be Colonel and Assistant Quartermaster-General.

Lieutenant-Colonel O. Cross, promoted to be Colonel and Assistant Quartermaster-General.

Lieutenant-Colonel R. E. Clary, promoted to be Colonel and Assistant Quartermaster-General.

Lieutenant-Colonel Rufus Ingalls, promoted to be Colonel and Assistant Quartermaster-General.

Major Morris S. Miller, promoted to be Lieutenant-Colonel and Deputy Quartermaster-General.

Major Alex. Montgomery, promoted to be Lieutenant-Colonel and Deputy Quartermaster-General.

Major L. C. Easton, promoted to be Lieutenant-Colonel and Deputy Quartermaster-General.

Major S. Van Vliet, promoted to be Lieutenant-Colonel and Deputy Quartermaster-General.

Major R. W. Kirkham, promoted to be Lieutenant-Colonel and Deputy Quartermaster-General.

Major J. C. McFerran, appointed to be Lieutenant-Colonel and Deputy Quartermaster-General.

Captain S. B. Holabird, appointed to be Lieutenant-Colonel and Deputy Quartermaster-General.

Captain R. O. Tyler, appointed to be Lieutenant-Colonel and Deputy Quartermaster-General

Captain C. H. Tompkins, appointed to be Lieutenant-Colonel and Deputy Quartermaster-General.

Captain James A. Ekin, appointed to be Lieutenant-Colonel and Deputy Quartermaster-General.

Colonel C. G. Sawtelle, appointed to be Brigadier-General U. S. Army, by brevet.

Brevet Major A. S. Kimball, U. S. Volunteers, appointed to be Captain and Assistant Quartermaster U. S. Army.

Captain E. B. Kirk, Assistant Quartermaster U. S. Volunteers, appointed to be Captain and Assistant Quartermaster U. S. Army.

A. Barrett, appointed to be Captain and Military Storekeeper, U. S. Army.

FIRST Lieutenant W. J. Broatch, formerly on duty at Headquarters Department of the Platte, Omaha, N. T., has been appointed Captain in the Forty-fifth U. S. Infantry (V. R. C.), and is stationed at Washington, D. C.

FOREIGN MILITARY AND NAVAL AFFAIRS.

THE marriage of the Danish princess DAGMAR to the Crown Prince of Russia, gives the correspondent of the London *Times* opportunity to describe a Russian military review. It was held in a square in St. Petersburg, so great that forty thousand men could be manœuvred in it, and one hundred thousand have passed in review there. On the present occasion thirty thousand troops were under arms. It is perhaps not large enough for battle, but too large for a parade ground. When the greater part of the men are seen at such a distance that you can no longer discriminate between men and horses, or, as in the present instance, tell clearly whether you see the ground or a great coat, the spectacle loses in elegance as much as it gains in magnificence. As though the one disadvantage had not been enough, the soldiers nearly all wore the dark gray cloaks which form so marked a feature of the Russian army. As they stood distributed over the wide, stretching level, there was a complete absence of color in this vast body of men. The only relief to the eye from the general dullness of view, was the red and golden shoulder straps of the cloaks, and the dark capes and cartridge pouches worn in front of the body. Everything else was leaden monotony. In one part of the field only were there some cavalry regiments, cuirassiers of the guard and other crack corps, in full splendor of brilliant uniforms. In shining coats of mail, burnished helmets and on chargers the like of which cannot, in such numbers, be seen anywhere else, they formed a bright oasis in the ash-colored expanse around them. Thus the men stood silent by their arms, a mass of latent power, awaiting the arrival of him born to call it forth. Suddenly word of command flew over the field, Attention! The ranks closed, lines were straightened, and the officers drew their swords. Another command; at one stroke arms were presented all down the long lines of horse and foot, the bands struck up, and at the further end of the Place, at a hard gallop, appeared the Emperor He was accompanied by many princes and generals and made a leisurely inspection of the troops. At length having finished the circuit His Majesty put his horse to a full gallop, and dashing forth from the lines amid the jubilant flourish of trumpets and loud hurrahs, took up his station in the middle of the square. The troops now deployed to the extreme left of His Majesty, and defiled before him by companies. The fronts were of twenty-five men each in close order and marching with that solid, mechanical tread which is the delight of the professional eye. The sameness of color was now no drawback to the appearance. Though not a thing of beauty, they were a thing of power. The cavalry and artillery went by at a trot, the magnificent horses attracting greater attention from the plainness of the riders' attire. The Cossacks appeared on their little horses with braided tails, their faces half hidden in heavy fur, the various detachments distinguished by the color of the head piece. After, the cuirassiers of the Guard, with cuirasses and helmets, cantered by on horses black as jet. In outward bearing the Russian soldier is not so smart as the English, so erect as the Prussian, nor so elastic as the French. The men have an easy way of going about the streets, and would by gait be difficult to distinguish from civilians. Their strong points are solidity and the ready intelligence with which they comprehend and execute the drill. They manœuvre with surprising facility, going through intricate movements as though mistakes were impossible. When massed together one man clings to the other as if by instinct, and as the kindliness of the national character makes them *bon camarades*, and their devotion to the Czar is unlimited, many circumstances combine to make them the steady and effective troops they have proved on so many well-remembered occasions."

GENERAL Orders No. 95 from the War Department, Adjutant-General's Office, December 10th, modifies the punishment of Military offenders, and is as follows:

Paragraph 895, Revised Regulations of the Army, is hereby modified to read as follows: 895. The legal punishment for soldiers by sentence of a Court-martial, according to the jurisdiction of the Court, are death, imprisonment, imprisonment on bread and water diet, solitary confinement, hard labor, forfeiture of pay and allowances, discharge from service, reprimands, and when non-commissioned officers, reduced to the ranks. Periods of confinement, except in aggravated or repeated cases of desertions, shall not exceed one year; solitary confinement, or confinement on bread and water, shall not exced fourteen days at a time, with intervals between the periods of such confinement, not less than such periods, and not exceeding eighty-four days in any one year. Enlisted men, for merely military offences, shall not be confined in a State prison or penitentiary, and when soldiers for other than military offences are sentenced to confinement in a penitentiary, they will be dishonorably discharged the service in the order promulgating the proceedings of the Court. Ball and chain shall not be used as a punishment. Ordnance sergeants and hospital stewards, though liable to discharge shall not be reduced, nor are they to be tried by regimental or garrison Court-martial, unless by special permission of the Department Commandant.

ORDNANCE DEPARTMENT.

ORDNANCE OFFICE, WAR DEPARTMENT,
WASHINGTON, December 1, 1866.

THE following memorandum of orders and instructions relating to officers of the Odnance Department, issued during the month of December, 1866, is communicated for the information of the Corps. A. B. DYER,
Brevet Major-General, Chief of Ordnance.

Brevet Brigadier-General R. H. K. Whiteley, Allegheny Arsenal, October 9, 1866, having been ordered to proceed to Indianapolis to investigate charges preferred against Brevet Lieutenant-Colonel Harris, reports as the results of his investigation that the charges were without foundation and were withdrawn by the party making them.

Brevet Captain John R. McGinness, directed to proceed to Little Rock, Ark., and examine ordnance stores there. On completion of same to return to his station. Order of Chief of Ordnance, November 2, 1866.

Brevet Brigadier-General W. Maynadier, detailed as a member of a Board to convene in Washington, October 31, 1866, for the purpose of making inquiries and repoting to the War Department the rates which should be allowed to the employees of the Quartermaster's Department in this city. S. O. No. 555, paragraph 5, A. G. O., November 7, 1866.

Brevet Captain M. L. Poland, directed to return to his station. Order of Chief of Ordnance, November 8, 1866.

Brevet Brigadier-General T. J. Rodman, directed to visit West Point Foundery, Cold Spring, N. Y., South Boston Foundery, Boston, Mass., and Richmond Furnace, Massachusetts, on business connected with duties as constructor of ordnance. After accomplishing object of visit will report in person to Chief of Ordnance. Order Chief of Ordnance, November 28, 1866.

Brevet Brigadier-General P. V. Hagner and Brevet Colonel T. G. Baylor, detailed as members of a Board to convene at Fort Adams, Newport, Rhode Island, on the 3d day of December, 1866, for the purpose of examining and testing the gun carriage as modified by Brevet Lieutenant-Colonel D. C. Houston, Corps of Engineers. S. O., No. 593, paragraph 8, A. G. O., November 28, 1866.

SUBSISTENCE DEPARTMENT.

OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,
WASHINGTON CITY, December 12, 1866.

THE following are the changes in this Department since last report:

Honorably mustered out: Captain Addison Barrett, Brevet Major C. S. Volunteers; Captain J. Y. Haskell, Brevet Colonel C. S. Volunteers; Captain F. E. Berier, Brevet Major C. S. Volunteers.

CAPTAIN MCK. DUNN, Twenty-first Infantry, and First Lieutenant WITHERALL, Twenty-eighth Infantry, are the only officers who have passed the Infantry Examining Board, of which General AUGUR is President, since last report. Two candidates have been rejected by the Board.

CORRESPONDENCE.

THE Editor does not hold himself responsible for individual expressions of opinion, in communications addressed to the JOURNAL.

HOW TO DISBURSE.

To the Editor of the Army and Navy Journal:

SIR:—I should like to know why it is that disbursing officers generally and quartermasters in particular, when an account is presented to them, devote all their ability and knowledge to find out how it cannot be paid, instead of how it can be paid. Who is not familiar in his own experience with this pet? Who has not traveled, in the course of his military service, along a red tape line stretched from his quarters to some quartermaster's office who sends him to some subordinate who finds that the authority is defective and makes a trip to the Adjutant-General necessary, and when he returns exacts a certain certificate which cannot be made, and therefore changes the character of the account, and leaves him to go the entire ground over again.

How often of late are you suddenly arrested in presenting a claim for transportation, mileage, or for commutation of something or other by having an unexpected decision of a depot quartermaster stuck at you, which necessitates an appeal to the chief quartermaster of the department, who refers it to the chief of the bureau, who refers it to the chief of the corps, who, of course, don't know anything about it, and is under the necessity of referring it all the way back for information and a report, and perhaps if ever you do get a decision, it is adverse, but upon an entirely different ground from the one on which it was sent up.

If this is the experience of Army officers what must be the experience of some unlettered citizen who has a claim for property appropriated by some Government official whose name he does not know, whose rank is beyond his conception and of whose duties he is most profoundly ignorant. One feels a deep sympathy for such a man as you may see one almost any day on the steps of a quartermaster's office, from which he has just come forth with information that the account cannot be paid there, and he knows, wondering, in his mind, if the quartermaster can't pay it who can?

A Board has recently been ordered for the revision of the Quartermaster's Regulations, and it is to be hoped that they will be so revised that all quartermasters will interpret them the same way, and that when an officer finds his quartermaster changed he will not find it necessary to change the manner and mode of procuring his monthly and other allowances from that department.

These comments are called forth by a quartermaster sending back an account for transportation for the original order, a certified copy having been submitted with the account. As this was a new feature to the officer, he wrote for an explanation and received in return a copy of some decisions of the Comptroller which he maintained required that the original order for the journey should accompany the account; if that could not be sent a copy certified by some disinterested officer, accompanied by a certificate of the officer to whom the order belonged, that he required the original order for the performance of some other duties; but the original order was also necessary, even where it is to be returned, in order that the quartermaster may endorse thereon what he has paid on it, and for what purpose. The decisions were of a very general character and might possibly be construed to apply to an order, but as there are very obvious reasons why they should not apply, the presumption is that the comptroller had other papers in his mind when he made the decisions, and as he does not say order, but mentions other papers, the presumption is much strengthened. First, an order to perform any duty is the officer's property to whom it is addressed and cannot be required by the Comptroller or any other person any more than any other property; it is necessary to support the officer in the discharge of his duties, it is an official link in his military history, he is required to produce it when he obtains his pay for the satisfaction of the paymaster, and every officer who is wise keeps a file of the orders which he receives.

Most orders now-a-days are printed at all headquarters and an indefinite number struck off, and numerous files are kept in the office where they originate as well as elsewhere, and the absurdity of requiring another officer to certify to a copy, and of endorsing a payment made on such an order, should be apparent to any one.

The probabilities are that the Comptroller in his first decision referred to vouchers and sub-vouchers taken on journeys where only actual expenses are allowed, and where they were not taken in duplicate and copies therefore necessary, and required that the officer should certify the necessity that compelled him to retain the originals.

The second decision referred to such copies also, requiring that the officer shall call in a disinterested officer to certify to the correctness of the copies.

The third decision, requiring the amount endorsed on the paper, no doubt referred to descriptive lists of employees and soldiers, because if omitted in these cases might lead to errors for which the employee or soldier would not be held responsible. But to endorse it on an officer's order to perform a duty or journey could answer no purpose whatever, it would not prevent a dishonest officer from drawing the amount twice or more times, and for an honest officer it would serve for nothing more than a memorandum.

The fourth decision refers to orders, for it says that when orders are confidential or refer to several subjects not relative to the claim, such portion pertinent to the matter of the claim may be copied and used. This last decision of course settles the fate of all the others so far as supposing them to apply to orders that cover transportation, for if a copy may be made in one instance why not in all?

The same quartermaster declined to pay for transportation of authorized servants, because it could not be shown that the officer was on duty at the point from which mileage was due, although he allowed the mileage, and it was apparent from the order that the officer had undergone a change of station. The condition necessary is that, "in changes of station, an officer entitled to mileage or actual cost of transportation shall be entitled to the actual cost of transportation of his authorized servants." The officer was not on duty at the point from which he claimed mileage, but was awaiting orders.

Now, if this quartermaster's decision should become general in its operation, there are many cases in which an officer would be ruled out of his transportation for servants, because it often happens that he is not on duty at a point where he receives an order manifestly entitling him to mileage as well as involving a change of station. The allowance is only a partial remuneration for breaking up an establishment at one point and beginning again at another, and it is in that light the allowance should be considered.

After all, perhaps, these peculiarities pertain only to individuals; for there are many disbursing officers who rightly understand that they are an institution to pay, and not to find out how not to pay. Still, it is annoying to officers who know that they have a just account, to be met with new innovations and decisions by unauthorized persons. At present, disbursing officers are generally located at Department Headquarters, remote from where the account is due, and it is easy to delay the payment of an account an indefinate period where this red tape line extends back and forth on an uncertain and extended mail-route.

K. V. A.

A BRILLIANT CAVALRY EXPLOIT.

To the Editor of the Army and Navy Journal:

SIR:—I observe in your paper of the 24th ultimo a copy of an order from Brevet Major-General Cooke, in which he highly, and deservedly, compliments Lieutenant Armes, Second U. S. cavalry, on his brilliant success against a war party of Sioux Indians. In said order occasion is made to state that Lieutenant Armes presents to the profession, *perhaps*, the greatest cavalry feat on record."

Without desire to take from an officer any measure of praise for duty gallantly executed, permit me to present, briefly, the incidents attending the battle of Bear River, W. T., fought under the command of Brevet Major-General P. Edward Connor, Brigadier-General Volunteers (then Colonel Third California infantry), Jauuary 29, 1863.

He left Camp Douglas, Utah, at 5 P. M., of the 26th January, 1863, with 220 mounted men, consisting of detachments from four companies of the Second California cavalry—a regiment known west of the Rocky Mountains as "the Fighting Second." At 7 A. M. of the following morning he halted the column at Brigham City, seventy measured miles from Camp Douglas. He crossed four large streams during the night, in addition to several smaller ones, yet large enough to cause delay and annoyance. Only one of the streams was frozen sufficiently to bear the weight of a horse. Each of the others (excepting the smaller ones) had to be cut open so that the horses could effect a crossing without injury. Every foot of the route traveled was covered with snow, and the night was intensely cold. A number of the men were so badly frozen that they had to be left in Brigham City. On the night of the 27th the command traveled forty miles, crossing the divide between Salt Lake and Cache valleys. Any soldier who has campaigned in the Far West understands what passing over a mountain divide in mid-Winter means. On the 28th the command marched thirty-seven miles, and halted until 2 A. M. of the 29th, when it resumed the march, traveling eighteen miles, and striking the bank of Bear River just at daybreak of the 29th. The river was wide, deep, and rapid, with great masses of broken ice floating down it, making any attempted crossing extremely hazardous. The Indians were on the other side awaiting the arrival of the column, but not aware it was so near, so secret and rapid had been its movements. The column had marched one hundred and sixty-five miles in mid-Winter in thirty-five traveling hours, and only sixty hours from its camp, over a mountain divide, and over snows from one to four feet deep, crossed a dozen large streams, and endured too much suffering to allow even a large and dangerous river to stop it. Without a moment's hesitation the command, then reduced to two hundred men, plunged into the stream and effected a crossing, the water pouring over the saddle seats, and in numerous instances the floating masses of ice hurling horses from their foothold, and dashing them, with their riders, down the stream. The crossing effected, the column charged the Indian line, almost succeeding in surprising it. The Indians were strongly fortified in a ravine, and admirably situated in every respect for a stubborn and desperate fight. So intense was the cold that before the men could be fairly engaged every particle of clothing, wet in crossing the river, was frozen stiff upon their bodies. This force thus engaged 325 of the chosen warriors of the Shoshone tribe, gathered expresaly in anticipation of a fight some time during the Winter with the soldiers; and they were so confident of success that they had with them their families and all their property. The battle lasted from daylight until 10 A. M., and resulted as follows:

Indian warriors killed on the field, 278; estimated killed in attempting to swim the river, 25; accidently killed, three squaws and two children out of not less than one hundred. It is proper to say here that as soon as the squaws and children ascertained that the soldiers did not desire to kill them, they came out of the ravine and quietly walked to our rear. The battle also resulted in the capture of everything belonging to the village.

The losses and casualties of the troops were—killed, 26; wounded, 49; and 69 (not wounded) who suffered amputation of fingers and toes. A detachment of infantry, belonging to the Third California, was in the engagement, having been started from Camp Douglas several days in advance of the cavalry. It performed acts of heroic courage. So intensely cold was the atmosphere that very many of the men could only load by sight, having lost all sense of feeling in the fingers. The night following the battle only one commissioned officer and 25 men could be obtained for guard duty, so utterly exhausted was the column.

Subsequently, when a treaty was made with that tribe, a greater loss than is herein claimed was acknowledged, this statement being confined to official report as now remembered. That tribe has not since attempted to measure strength with United States troops, neither has it interfered in the slightest manner with emigrants or other white persons. It was, prior to that battle, notoriously the worst tribe of Indians on the Plains. The property captured more than paid all the expenses of the expedition.

That battle, most bitterly contested and fatally destructive, with all its incidents, stands to-day recognized as the greatest cavalry feat of Western Indian warfare, and it is doubtful whether it is excelled, taken as a whole, by any cavalry operation of similar strength during the recent Rebellion. Occurring at a time when the country was engaged in suppressing armed treason, it did not attract attention East as it deserved, although the War Office recognized its importance, and placed a star upon Connor's shoulder, and upon no braver soldier and gentleman was such honor conferred during the war.

The mention of his name is to-day a restraint upon the Indian tribes west of the Rocky Mountains, and although he is now in civil life, and the Indians know it, they yet speak of our soldiers now in Utah as "Connor men."

These facts are well known to all persons residing west of the Rocky Mountains, and to many who are east of them. Who can excel the battle of Bear River?

December 7, 1866. OBSERVER.

THE BAYONET EXERCISE.

To the Editor of the Army and Navy Journal:

SIR:—Chesterfield has said "in all systems whatsoever, whether of religion, government, or morals, perfection is the object always proposed, though possibly unattainable; and those who aim carefully at the mark will unquestionably come nearer than those who, from despair, negligence, or indolence, leave to chance the work of skill." This maxim holds equally true in military life. I mean more especially the soldiers' drill, and would ask why it is that the bayonet exercise is so neglected in our Army? In England, France, and all other countries, it is made one of the most essential parts of the soldier's daily duty. Since entering the Regular Army I have not seen a company that was proficient in it, nor one, in fact, where it was regularly taught. The old routine of shoulder arms, support arms, etc., is all proper, but it is high time the Army became versed in the finer points of military practice. The soldier soon tires of what he has well accomplished when it becomes an unnecessary duty. Understand me; I do not advocate any neglect of the manual of arms, only an occasional change to the bayonet, as it can be substituted to good advantage, and give diversity to drill. Pleading that it is of no use, that it does not belong to the tactics, or that the men would never learn it, is wrong. If properly learned it is of the greatest use, and belongs to the tactics, for any proper use that can be made of the musket, in my opinion, belongs to tactics, and nothing can hinder the soldier from learning that which his own good sense must tell him is of infinite consequence to him. We should have the bayonet; we should have excellence in it; but "there is no excellence without great labor." It is to be hoped that the time is not far distant when, in a military point of view, we shall stand second to no other nation. This cannot be done unless our Army becomes well versed not only in the manual of arms, but in the bayonet exercise as well.

S. F. 2, 12.

THE AFFAIR AT MATAMORAS.

To the Editor of the Army and Navy Journal:

SIR:—My attention having been called to the account of the recent affair at Matamoras, terminating in the disarmament of the auxiliary American forces that came to the American side of the river, and abandonment or surrender of the Mexican gunboat *Chinaco*, commanded by Captain Osbon, as published, I understand, by that individual, who, it appears, was also agent of the Associated Press, I find that while he cannot be charged with having failed in placing his own conduct on that occasion in a very flattering light, he has represented my action in the case in such a way that I deem it proper to make a few corrections, more especially as my brief official report of this not very stupendous event will probably never appear in press.

The dispatch reads, "September 25th, Captain Osbon, of the Mexican navy, made a formal demand for the gunboat *Chinaco* from General Brown, commanding the United States forces here." This reads well in print, but there is one essential lacking, viz: the foundation for the statement. Captain Osbon not having made any formal demand for the steamer of me, an informal request would have been a more correct version.

Again, the dispatch reads, "The General who has evidently committed several serious blunders in connection with this gunboat question," etc.

I presume a more competent and authoritative party to decide on the case might be found than the writer of the dispatch and commander of the *Chinaco*. I will remark, however, that I have not to this date ascertained that any blunder was committed, or that my action has been disapproved by my superior officers.

Again, the dispatch reads, "October 2. Colonel Sedgwick has relieved General Brown of the command of this Sub-district," leaving the inference to be drawn that he was relieved in consequence of the serious blunders committed previously referred to. As the writer of the dispatch failed to explain then, that I was but temporarily in command during the illness and absence, at Ringgold Barracks, of Colonel Sedgwick, who is my senior officer, my rank by brevet not taking effect except on court-martial, I add that fact here.

My apology for taking any notice of the dispatch is that my being relieved from temporary command by the arrival of Colonel Sedgwick, gave some color of truth to the idea conveyed in the dispatches that I was relieved from command on account of blunders committed.

A publication of the facts, if not the language of this communication, will confer a favor upon

Very respectfully, your obedient servant,

LEWIS G. BROWN,

Colonel One Hundred and Seventeenth U. S. C. I., Brevet Brigadier-General Volunteers.

THE ABOLITION OF SUTLERSHIPS.

To the Editor of the Army and Navy Journal:

SIR:—Perhaps no measure of the late Congress so interested people on the frontier as the act abolishing sutling in June next.

It is of importance that the sutling question should be fully understood, as, doubtless, a repeal of the act will be advocated during the coming session.

The sutlers were a necessary part of the Army organization years ago, when the troops led the way for the present extensive settlement of the Territories. Just now they materially impede progress. The large post of Fort Sumner, with its Navajo reservation, has a population of eight thousand, and but two stores. At Fort Union, where there are nearly one thousand citizen employés and three companies or more, the sutler's privilege is more lucrative than the position of the Lieutenant-General. It may be urged that, at the outposts the soldier will suffer for many conveniences that the sutler ensures him under the old system. This plea becomes groundless while the Commissary Department supplies his greatest want—tobacco; and when trading opportunities with the troops are afforded to the enterprising people who follow up any advance into the Indian country.

Sutlers may cry that their profits are fixed by the officers who are the legal protectors of the men, and who, therefore, consult their interests. The rogues, they know better. To what end do they mix whisky toddies in the officers' room, and no word about such a thing as charge, if it be not with an eye to a liberal tariff? And did a council of assessors ever yet meet to price a sutler's goods at which some refreshment was not an invariable feature in the proceedings?

Sutling deters the advance of the frontiers by confining the number of citizens at many of the outposts to the sutler with whom the soldier is alone permitted to trade. The system directly affects the Government itself, for the bids for a contract are frequently limited to one of the sutlers, with what result may be imagined; while it has the very serious defect of being a monopoly that fosters no branch of industry and whose best argument is a bribe.

A SOLDIER.

FORT ——, NEW MEXICO.

THE following order has been issued fixing the flag of the Engineer battalion:

The flag of the Engineer battalion will hereafter be as follows: The national colors as described for the garrison flag, with the words "U. S. Engineers" embroidered in silver on the centre stripe. The battalion color will be of scarlet of the same dimensions as above, bearing in the centre a castle with the letters "U. S." above, and the word "Engineers" below in white silver fringe. The size of each color and the length of pike the same as described for colors for artillery and infantry regiments. Cords and tassels red and white silk intermixed.

COMPANY A, First U. S. infantry, formerly encamped on Lafayette Square, New Orleans, has been ordered to rejoin its regiment at the post of Jackson Barracks.

THE ARMY.

THE Editor would be pleased to receive for this Department of the JOURNAL all facts in relation to regiments, or detachments of regiments, and all items of Army information of general interest.

As General Orders No. 12, Headquarters Department of the East, contains points of considerable interest to our professional readers, we give it in full. The order, which is dated December 1st and signed by order of Major-General MEADE, is as follows:

Before a General Court-martial which convened at the City of New York, by virtue of Special Orders No. 30, Paragraph 2, current series, from these Headquarters, and of which Brevet Brigadier-General G. LOOMIS, Colonel U. S. A., is President, was arraigned and tried, Brevet Major WILLIAM D. FULLER, First Lieutenant Third U. S. artillery. Charge:—"Disrespect to his commanding officer, and insubordinate conduct to the prejudice of good order and military discipline." Specification:—In this that he, First Lieutenant and Brevet Major WILLIAM D. FULLER, Third artillery, did, after having been informed by Colonel and Brevet Major-General T. W. SHERMAN, Third artillery, his commanding officer, that company commanders, when in presence of the Headquarters of their regiment, were not authorized to appoint non-commissioned officers, but that they were to be appointed by the regimental commander, on the recommendation of their company commander, and after having sent into regimental headquarters an order appointing certain non-commissioned officers to his company, notwithstanding said admonition and after said communication was returned to him for correction and endorsed with an expression of disapproval of his course, did write to the Regimental Adjutant, for the action of the said Colonel and Brevet Major-General T. W. SHERMAN, a communication in the following words and figures, to wit:

FORT ADAMS, R. I., October 15, 1866.

To Lieutenant Watson Webb, Adjutant Third U. S. Artillery:

SIR:—I have the honor to make the following communication to your headquarters, preparatory to forwarding this complaint to the General Commanding the Department, and under the 34th Article of War:

First. That while in command of Company G, Third U. S. artillery, I addressed a letter in respectful language to the Adjutant of the regiment, stating that I had appointed, subject to the approval of Headquarters of the Third artillery, nominated a private soldier and under the 74th Article of Army Regulations, appointed Private HINES a corporal in company D, to fill a vacancy, and appointed Private SEYMORE E. TREVOR to the rank of lance corporal, and these appointments having been disapproved by the Colonel of the regiment, I do hereby complain that this was done without any good reason, and the effect has been, to bring my authority as company commander, into disrepute. I believe the action of the Colonel of the Third artillery to have been unjust and tyrannical, and I do hereby complain of his action in this matter, as having the effect to destroy all discipline in my company.

[Signed] WILLIAM D. FULLER,
Brevet Major and First Lieutenant,
Third U. S. Artillery.

All this at Fort Adams, R. I., on or about October 15, 1866.

Finding. "Guilty." Sentence. "To be reprimanded in General Orders, by the General commanding the Department, and to be suspended from rank and command for two months, and to be confined to the limits of the post at which his company is stationed, during the period of his suspension."

II. The proceedings, finding and sentence, in the foregoing case are approved. In discharging the duty imposed on him by the Court, the Major-General Commanding, trusts the lesson thus given Brevet Major FULLER will not be lost on that officer, and that he will learn, when next corrected in his ignorance of regulations and customs of service, to be more subordinate and respectful to his superior officer.

GENERAL Court-martial Orders No. 212 contains the proceedings and findings of General Court-martial before which Brevet Brigadier-General ELIPHALET WHITTLESEY, Colonel Fourth U. S. colored infantry, was tried. The first charge preferred against the accused was conduct to the prejudice of good order and military discipline; the first specification alleging that while the General was Assistant Commissioner of the Freedmen's Bureau for the State of North Carolina, he became pecuniarily interested in the cultivation of a plantation, upon which were employed one hundred and forty freedmen then under his charge as a Bureau officer, he becoming thus interested for his own private profit and emolument in the labor of said freedmen. The second specification alleged that he neglected to use proper efforts to secure the arrest of one DAVID BOYDEN, charged with shooting a freedman on the plantation on which he (WHITTLESEY) was interested. The second charge was conduct unbecoming to an officer and a gentleman, the specification alleging that when called upon at Raleigh, N. C., by Major-General JAMES B. STEEDMAN, U. S. Volunteers, and Brevet Brigadier-General J. S. FULLERTON, U. S. Army, and interrogated by them as to whether he knew of any person in the military service at that time on duty with the Freedmen's Bureau who was interested, directly or indirectly, in the cultivation of any lands in the Department of North Carolina, he denied that he did, being at that time interested in the working of a plantation. He was found guilty of both specifications of the first charge and guilty of the charge, and not guilty of either the last charge or the specification under it. In consideration of his previous faithful services he was sentenced to be reprimanded by his commanding officer, the Commissioner of the Bureau.

The following is General HOWARD'S reprimand:

In compliance with instructions embraced in General Court-martial Orders No. 212, dated November 17, 1866, War Department, Adjutant-General's office, Washington, requiring me to reprimand Brevet Brigadier-General ELIPHALET WHITTLESEY, Colonel Forty-sixth U. S. colored troops, I have to say that the findings and sentence on the second specification of charge one are deemed sufficient censure. A life of integrity, devoted to the welfare of his fellow men, an Army record above reproach, and conduct that calls from the Court such an expression as "with fidelity to the Government and with honesty and justice to the freedmen under his charge," make me join with the Court in the belief that some "inadvertence to the gravity of the facts reported to him" occasioned his neglect to order a prompt and thorough examination. To the extent of the implication I do hereby reprimand Brevet Brigadier-General ELIPHALET WHITTLESEY. On receipt of this order General E. WHITTLESEY will report by letter to the Commissioner for reassignment to duty.

Two privates of the Tenth U. S. infantry were recently tried before a Field Officer's Court which convened at Lynchburg, and being found guilty of drunkenness on duty, were sentenced to be confined, at hard labor, for ten days, in charge of the guard; and to forfeit to the United States ten dollars of their monthly pay for one month. Brevet Major-General SCHOFIELD, however, in approving of the proceedings in their cases, pronounces so much of their sentences as relates to forfeiture of pay inoperative, Judge HOLT having decided that "a sentence of corporeal punishment *only* can be imposed upon an enlisted man for drunkenness on duty."—HOLT'S Digest of Opinions, Title, Forty-fifth Article, Paragraph 3.

THE following is the text of General Orders No. 94, from the War Department, Adjutant-General's office:

I. By General Orders No. 102, Paragraph 1, of November 25, 1861, Major ISAAC LYNDE, Seventh infantry, was dropped from the rolls. Major LYNDE was entitled to promotion as Lieutenant-Colonel, First infantry, to date September 9, 1861, vice MORRIS, retired.

The President directed that Paragraph 1, General Orders No. 102, of November 25, 1861, be revoked, and that Major LYNDE be restored to his commission to fill the vacancy of Major, Eighteenth infantry, to date July 28, 1866, vice WOODS, appointed Lieutenant-Colonel, Thirty-third infantry.

II. By direction of the President, Major ISAAC LYNDE, Eighteenth U. S. infantry, is hereby retired from active service, and his name will be entered on the retired list of officers of the grade to which he belongs in accordance with Section 12, act approved July 17, 1862, to date from July 28, 1866.

MAJOR-GENERAL SHERIDAN, commanding Department of the Gulf, has issued the following order:

Mrs. JAMES BOX and three children, citizens of Texas, released captives from the Kiowa Indians, having been sent by the commanding officer Department of the Missouri, from Fort Leavenworth, Kansas, to this place, *en route* to their home in Texas, the Quartermaster's Department will forward them to the commanding officer District of Texas, who will send them on to their home or friends. The Commissary Department will furnish such subsistence as may be required. Brevet Major J. S. Crosby, A. D. C., will take charge of the family here, and see that this order is properly executed.

COLONEL O. B. WILLCOX, Twenty-ninth U. S. infantry, having reported to the Commanding General Department of the Potomac, in obedience to paragraph 2 Special Orders No. 590, from the Adjutant-General's office, Headquarters of the Army, dated November 26, 1866, has been assigned to the command of the District of Lynchburg, to comprise the counties of Bath, Rockbridge, Amherst, Appomattox, Campbell, and Pittsylvania, all that portion of Virginia that lies west of the above-named counties, and the southern half of West Virginia. The headquarters of the District are established at Lynchburg, Va.

THE legislative houses of the State of Tennessee voted in November of last year to present Major-General GEORGE H. THOMAS with a gold medal as a testimonial to his valor and his merit. The medal has just been finished in New York, and it is understood will soon be presented by Governor BROWNLOW. It is said to be a fine piece of workmanship and is thus described:

"On the face is a capital bas-relief of General THOMAS, about which circle, in block letters, the words, 'To Major-General GEORGE H. THOMAS, from the State of Tennessee.' The reverse displays the Capitol at Nashville, beneath which, in line, 'By joint resolution, adopted November 2, 1865.' Half circling the top is the expressive reply of General THOMAS to the anxious inquiry whether Chattanooga could be held, 'I will hold the town till we starve.' In size the medal is generous, being nearly three inches in diameter. Its weight is one pound, Troy weight."

THE United States Treasurer a few days since received checks on the Treasury from PIERCE BUTLER and JOHN O'BRIEN, who deserted from the West Point Military Academy in 1861, to join the Confederate forces, which he promptly refused to cash, referring the matter to the Secretary of War for his decision. In response to the communication of the Treasurer the Secretary of War decided, first, that the checks be not paid; second, that they be cancelled; and third, that the amount be transferred to the fund whence derived, and that the same course be pursued when other checks of a like character shall be presented.

VARIOUS NAVAL MATTERS.

THE Revenue Cutter *Wyanda* sailed from Panama for San Francisco on the 30th ultimo.

THE storeship *Relief* arrived at Simon's Bay, Cape of Good Hope, September 29th, thirty-eight days from Batavia.

THE steamer *Chicopee*, Commander Spicer, arrived at the Navy-yard, Washington, from Norfolk, Va., on the 11th ult.

THE steamer *Ticonderoga*, Commodore Steedman, arrived at Tripoli, Barbary, October 18th, from Alexandria; all on board were well.

THE flagship *Rhode Island*, Admiral Palmer, has arrived at Charleston, and will shortly sail for other Southern ports to inspect vessels of the squadron.

COMMODORE J. W. Livingston has relieved Commodore L. M. Powell of his duties as a member of the Naval Court-martial now sitting at the New York Navy-yard.

The U. S. steamer *Swatara* arrived at Malaga, Spain, on the 23d of November, and sailed the same day for Carthagena, Barcelona and Marseilles. All on board were well.

COMMODORE John Rodgers has left Washington to enter upon his duties as commandant of the Boston Navy-yard. His orders require him to assume command on the 15th inst.

THE Department has received despatches from Captain Reynolds, commanding the steamer *Lackawanna*, under date of October 5th, from Montevideo, announcing his arrival at that place. All well on board.

THE United States gunboat *Chicopee*, Commander Wm. F. Spicer, from Charleston 3d inst., has arrived at the Norfolk Navy-yard. She encountered a heavy south-west gale south of Hatteras, and her hull is badly strained.

ACTING Assistant Surgeon G. B. Higginbotham, late of Tybee Island Hospital, has been ordered to Fort Columbus, N. Y. Harbor, to report to Brevet Colonel Hayden. to accompany a detachment of troops about to sail for California in the steamer *Henry Chauncey*.

A DESPATCH of the 24th ult., from Panama, says the *Mohongo* and the storeship *Farallones* have gone to San Francisco. The *Wateree* has gone to Guayaquil. The storeship *Jamestown* is now the only United States armed vessel in port. The double-ender *Muckinaw* is at Aspinwall.

REAR-ADMIRAL H. K. Thatcher, commanding North Pacific Squadron, under date of October 24th, reports his departure from San Francisco on the 13th ult. in the *Vanderbilt*, having on board Queen Emma and suite, for Honolulu, where he arrived on the 22d; all well. He enclosed a copy of a despatch which he had received from the King of the Sandwich Islands, thanking him for the courtesy shown the Queen and suite during the time they were on board his ship.

CAPTAIN J. R. Goldsborough, commanding the steamer *Shenandoah*, reports his arrival at Point de Galle Island, Ceylon, on October 31, from Bombay, where every facility and courtesy was extended to himself and officers by the Governor and civil and military authorities. By invitation he visited the Governor of Bombay, Sir Bartle Frere, in company with our Consul and three of his officers, at his present residence near Poonah, where the Governor had prepared for him a furnished house.

REAR-ADMIRAL Pearson reports the flagship *Powhatan*, Commander H. K. Davenport, at Panama; the steamer *Dacotah*, Commander E. Thompson, at Callao; the steamer *Wateree*, Commander Leonard Paulding, having sailed for Guayaquil; the steamer *Nyack*, Commander Austin Pendergrast, at Callao; the steamer *Tuscarora*, Captain F. Stanly, at Valparaiso, Chili; the steamer *Saranac*, Captain G. H. Scott, doing temporary duty in the North Pacific Squadron, and the storeship *Fredonia*, Commander T. M. Brasher, at Callao, Peru.

THE Navy Department has issued a circular announcing that a misconstruction having in some quarters been put upon General Orders No. 76, the Department informs commanding officers and others, whose approval to bills for funeral expenses is necessary, that it was not designed to change previously-existing regulations in any other way than by fixing *a limit* (to correct a growing tendency to extravagance) beyond which funeral expenses would be disallowed. "Whenever it shall become *necessary* for the Government to defray the funeral expenses of an officer of the Navy or Marine corps" it is not to be understood as changing the regulation prohibiting an allowance for such expenses "when the deceased has left *effects sufficient to satisfy them.*"

THE U. S. steamer *Powhatan*, flagship of the U. S. squadron in the South Pacific, Captain Davenport, with Rear-Admiral Pearson on board, arrived at Panama from Callao (whence she sailed November 20th) on the morning of the 27th ult.

The Officers on the *Powhatan* are:—Rear-Admiral, Geo. F. Pearson; Fleet Lieutenant-Commander, Charles W. Tracy; Admiral's Secretary, Thomas R. Proctor; Fleet Surgeon, John Rudenstein; Fleet Paymaster, Thomas H. Looker; Fleet Marine Officer, Captain Frank Munroe.

Officers of the U. S. Flagship *Powhatan*:—Commander, H. K. Davenport; Lieutenant-Commanders, Edward Terry and Charles F. Blake; Lieutenants, Henry Glass and Philip H. Cooper; Master, C. M. Chester; Acting Ensign, John Dennett; Chaplain, Donald McLaren; Passed Assistant Surgeon, William S. Foot; Assistant Surgeon, Howard M. Rundlett; Lieutenant Marines, A. B. Young; Mates, C. S. Bellows, H. G. Robinson, Byron Tripler, H. B. Eaton, F. W. Turner; Chief Engineer, J. B. Kimball; First Assistant Engineers, E. M. Olson and J. B. Carpenter; Second Assistant Engineer, David Jones; Acting Second Engineer, Harvey Clap; Acting Third Assistant Engineers, John W. Clements and Jabey Burchard; Boatswain, John L. Sinclair; Gunner, Burgess P. Allen; Carpenter, John MacFarlane; Sailmaker, John W. North; Captain's Clerk, A. W. Belknap; Fleet Paymaster's Clerk, John W. Brigham.

ARMY AND NAVY PERSONAL.

FIRST Lieutenant John F. Smith, Fourteenth regiment V. R. C., has been mustered out of service.

THE resignation of James L. Thompson, Captain Eightieth U. S. colored troops, has been accepted.

LEAVE of absence for twenty days has been granted Captain J. G. Paine, Assistant Quartermaster U. S. Army.

LIEUTENANT-Colonel C. C. Walcott, Tenth U. S. cavalry, has tendered his resignation, which has been accepted.

BREVET Major-General Absalom Baird has been announced as Assistant Inspector-General Department of the Lakes.

LEAVE of absence for thirty days has been granted to Brevet Captain Frank Michalowski, First Lieutenant First U. S. artillery.

LIEUTENANT I. H. Washburne, of the Marine Corps, has been detached from the *Rhode Island* and ordered to duty at the Portsmouth Yard.

COLONEL R. C. Rutherford, Assistant Quartermaster, U. S. Army, has been relieved from duty as Depot Quartermaster at Jeffersonville, Indiana.

BREVET Colonel R. N. Batchelder, Assistant Quartermaster U. S. Army, has been assigned to duty as Depot Quartermaster at Jeffersonville, Indiana.

GENERAL Orders No. 28, from Headquarters Military Division of the Pacific, announces Brevet Colonel R. W. Kirkham as Chief Quartermaster Department of California.

PAYMASTER-GENERAL Benjamin W. Brice has been appointed Brigadier-General in the Regular Army. His former rank was that of Colonel and Brevet Major-General.

CAPTAIN W. P. Wilson, Twenty-first U. S. infantry, having reported for duty, is announced as Aide-de-Camp to Major-General Hancock, commanding Department of the Missouri.

SECOND Lieutenant W. C. Hemphill, Fourth U. S. cavalry, has been relieved from duty in the Freedmen's Bureau, and will report without delay to the commanding officer of his regiment for duty.

BY Special Orders No. 599, A. G. O., current series, Captain H. J. Farnsworth, Assistant Quartermaster, U. S. Volunteers, is ordered to report to the Commanding General Department of the Gulf, for assignment to duty.

THE leave of absence granted Captain Edward Collins, Seventeenth U. S. infantry, per Special Orders No. 40, from Headquarters District of Texas, dated Galveston, Texas, November 23, 1866, has been extended thirty days.

FIRST Lieutenant George H. Cram, First battalion, Seventeenth U. S. infantry, has been relieved from duty with the Second battalion, Seventeenth U. S. Infantry, and ordered to join his proper command without delay at Galveston, Texas.

CHAPLAIN George O. Glavis, Superintendent of the Bureau of Refugees, Freedmen and Abandoned Lands, at Goldsborough, N. C., was dismissed from the service of the United States on November 17, 1866, by General Court-martial Orders No. 213, War Department.

SECOND Lieutenant W. W. Clemens, Seventeenth U. S. infantry, has been ordered to proceed to Hempstead, Texas, under special instructions from Headquarters District of Texas. As soon as this duty is completed, Lieutenant Clemems will return to his proper station.

FIRST Lieutenant Seth Weldy, Acting Judge-Advocate Department of the Gulf, having been appointed a captain in the Twenty-third U. S. infantry, has been relieved from his duties as Judge-Advocate, and will comply with the directions of the War Department, in his letter of appointment.

COLONEL L. D. W. Currie, late One Hundred and Thirty-third New York Volunteers, has been appointed mail agent in connection with the new line of steamers between San Francisco and China, and will accompany the first steamer from California at the commencement of the coming year.

THE General Court-martial appointed to meet at Jackson barracks, New Orleans, Louisiana, per Special Orders No. 52, current series, from Headquarters Department of the Gulf, and of which Brevet Brigadier-General W. M. Graham, Captain First U. S. artillery, was President, has been dissolved.

A GENERAL Court-martial convened at Raleigh, N. C., on the 5th inst., pursuant to Special Orders No. 76, current series, Headquarters Department of the South, Brevet Major-General E. A. Carr, Major Fifth U. S. cavalry, President, and First Lieutenant George F. Price, Fifth U. S. cavalry, Judge-Advocate.

AT his own request, Second Lieutenant James W. Dixon, Third U. S. cavalry, has been relieved from duty as Aide-de-Camp to Major-General Hancock, commanding Department of the Missouri, and is announced as Acting Assistant Adjutant-General, to assist the Assistant Adjutant-General of the Department.

COLONEL William H. Coyl, late Judge-Advocate of the Department of Kentucky, died in Paris last month, whither he had gone for his health. The Colonel died of disease of the lungs, the effect of a severe wound he received at the battle of Pea Ridge, and of subsequent exposure while in service with Grant's army down the Mississippi.

IN accordance with instructions received from Adjutant-General's office, dated Washington, November 22, 1866, First Lieutenant J. W. Dillenback, First U. S. artillery, formerly Second Lieutenant Light Battery K, First artillery, has been relieved from duty with said battery, and will at once proceed to Fort Brown, Texas, and report to the commanding officer of his battery (I) for duty.

THE following-named officers are retained in the service by Major-General Sheridan beyond the time of the muster-out of their respective regiments, under general instructions by letter from the War Department: Brevet Major A. W. Greley, Captain Eighty-first U. S. colored troops; First Lieutenant John M. Hamilton, Ninth U. S. colored troops; Second Lieutenant Charles M. Backlin, Eighty-first U. S. colored troops; Second Lieutenant Charles D. Beyer, Eighty-first U. S. colored troops.

FIRST Lieutenant W. H. Krebs, Seventeenth U. S. infantry, has been ordered to proceed to Brownsville, Texas, under special instructions from the Brevet Major-General Commanding District of Texas. Lieutenant Krebs will return to District Headquarters upon the completion of this duty.

IN accordance with instructions received from Adjutant-General's office, dated Washington, D. C., November 22, 1866, Second Lieutenant D. D. Wheeler, First U. S. artillery, has been relieved from duty with Light Battery K, First artillery, and will proceed to Fort Hamilton, New York City, and report to the commanding officer of his regiment for assignment to duty with his company.

THE following-named officers have reported at Headquarters Department of the Gulf for duty in accordance with instructions from the War Department, are assigned to temporary duty with the Thirty-ninth U. S. infantry, and will report in person to Brevet Major-General Mower: First Lieutenant Lewis Johnson, Forty-first U. S. infantry; Second Lieutenant James Pratt, Forty-First U. S. infantry.

FIRST Lieutenant William Ennis, Fourth U. S. artillery, having reported at Headquarters Department of the Potomac, in compliance with paragraph 7 of Special Orders No. 567, from the Headquarters of the Army, Adjutant-General's office, dated at Washington, November 14, 1866, has been announced as Aide-de-camp on the staff of Brevet Major-General J. M. Schofield, U. S. A., commanding Department.

THE following officers of the Veteran Reserve Corps have been honorably mustered out of the service, on the dates set opposite their names: Brevet Brigadier-General B. P. Runkle, Lieutenant-Colonel Twenty-first regiment, December 7, 1866; First Lieutenant Charles C. Hardenbrook, First regiment; First Lieutenant Frank R. Rice, Twenty-first regiment.

BREVET Major John Cusack, First Lieutenant First U. S. infantry, has been detailed on special duty in the Subsistence Department, and will proceed to Indianola, Texas, and relieve Brevet Lieutenant-Colonel Beman, Commissary Subsistence Volunteers, in charge of the Subsistence Depot at that place. He will report to Brevet Brigadier-General A. Beckwith, Chief Commissary Subsistence, for special instructions.

FIRST Lieutenant Phineas Stevens, First battalion, Seventeenth U. S. infantry, has been relieved from duty with the Second battalion, Seventeenth U. S. infantry, and ordered to join his company at Brenham, Texas, relieving Second Lieutenant H. C. Peterson, Seventeenth U. S. infantry, now in command of H company, First battalion. Upon being so relieved, Lieutenant Peterson will join his company (C, First battalion) at Houston, Texas.

RUSSIAN UNIFORMS.

THE following is an extract from a letter of a correspondent of the London *Times*, who was present at the recent marriage of the Russian Czareowitch:

Were I an Arabic writer and allowed to ransack the whole kingdom of nature for metaphors, I should be tempted to assure my wondering audience that there is many a wood in the world which has not got so many leaves as were embroidered on the uniforms of the civil and military officers present this morning in the Winter Palace. In the more sober vocation which has brought me into this throng of generals and ministers, not to speak of the hundred other grades and ranks attending court on such a day as this, I must be contented with the less poetical remark that the lace covering the breasts and backs perfectly dazzled the eye, its golden lustre being heightened by the dark green and dark blue prevailing in the Russian uniforms. The room positively sparkled with the shine of tunics, caitans and dress-coats of every out and form. The variety of official vestments was astonishing. Officers in English military coats alternated with others wearing Polish, Cossack and Circassian dress. The sons of the Don, in scarlet blouses, appeared in friendly proximity to the descendants of the gallant men who, in the hills of the Caucasus, have so long withstood the whole might and main of the Czar. Some of these foreign mountaineers were clad in Carmoisn velvet, trimmed with sable fur and set off by red and golden facings. On the breasts as well as the backs of their blouses they had rows of folds sewed on to hold cartridges, the rest of their armament being equally distributed over both sides of their body. Two pistols behind and another in front seemed to be a favorite mode of equipment for men whose military ideas antedate the discovery of the needle-gun, and who are desirous of making up by the number of barrels what they lack in rapidity of firing. In that corner a bevy of generals, with refulgent epaulets, were conversing on the event of the day; here ministers, without any epaulets at all, but with an intricate arrangement of boughs, leaves and fruit on their dresses, were courteously doing the honors of the place to foreign guests. Councillors of State, judges and members of the Senate, the Synod, the Academy of Science, and many other scientific and administrative Boards, might, by the initiated, have been recognized by the pattern of the embroidery and the number and disposition of the significant lines on their velvet collars. The more deeply versed in the science of uniform, this modern successor of heralds' lore, would have distinguished one is puzzled to think how many hundred degrees in the official hierarchy; to me it was a heaving ocean of radiance, unintelligible in its composition, and beautifully bewildering to the eye, but affording many points of attraction for a reflective mind. This superb assemblage consisted of the men that govern Russia.

THE One Hundred and Twenty-fifth U. S. colored troops is the only regiment of colored troops in New Mexico, and is stationed at the various posts in that Territory.

U. S. ARMY AND NAVY JOURNAL.

NEW YORK, SATURDAY, DECEMBER 15, 1866.

NOTICES TO CORRESPONDENTS.

THE EDITOR of this JOURNAL will always be glad to receive from officers in the two services, correspondence and general communications of a character suited to its columns. It is necessary that the name of the writer should, in all cases, accompany his communications, not for publication, but as a guarantee of good faith.

The subscription price of THE ARMY AND NAVY JOURNAL is SIX DOLLARS a year, or THREE DOLLARS for six months, invariably in advance. Remittances may be made in United States funds, or Quartermaster's, Paymaster's or other drafts, which should be made payable to the order of the Proprietors, W. C. & F. P. CHURCH.

Officers are especially requested to give us early notification of all personal matters of general interest; of the movements of vessels and troops, and of all military and naval events.

In directing a change in the address of a paper, care should be taken to give the previous address.

All communications should be addressed to the ARMY AND NAVY JOURNAL, New York.

Subscribers who purpose binding their volumes at the end of the year should be careful to preserve their files of the paper, as we no longer stereotype the paper, and are not able, therefore, to supply all of the back numbers of this volume.

The Editor does not hold himself responsible for individual expressions of opinion, in communications addressed to the JOURNAL.

The postage on the JOURNAL is twenty-five cents a year, payable quarterly in advance, at the office where received.

THE STORY OF SURRATT.

THE intense public emotion once stirred up by the unearthing of BOOTH and his infamous confederates in the PRESIDENT'S murder, is now echoed, after so long an interval, by the discovery and seizure of JOHN H. SURRATT. "Rarely," says the old poet, "has Vengeance, with her halting foot, failed to come "up with the flying criminal." The adventures of SURRATT, his flight, his wanderings, his devices, his discovery, his capture, his bold escape, his second flight and final capture—all these (since truth is stranger than fiction) form a story exciting enough for the most greedy sensationalist.

Disentangled from the official documents, the history of SURRATT'S adventure since the great murder-plot, is tolerably clear and specific. It would appear that SURRATT had formerly been a Confederate spy, as well as an accomplice in BOOTH'S original plan for spiriting away President LINCOLN as a prisoner of war. Where he was at the moment of the murder the evidence does not disclose; but he lost no time thereafter in making his way by railroad through Vermont to Canada, under the name of HARRISON. For five months—from the middle of April, 1865, to September of the same year—he remained secreted in Canada, for the most part in Montreal, and the rest of the time with a Catholic priest at Three Rivers. He dyed black his hair, eyebrows and moustache, stained his face, and wore glasses. On the 15th of September, 1865, SURRATT left his hiding place on the steamer *Montreal* for Liverpool, this time passing under the name of MCCARTY or MCCARTHY, On the steamer, he imprudently disclosed himself and his story to a person whose name is kept secret for the present—we should judge him to be an officer of the vessel. SURRATT landed at Londonderry, Ireland, fearing to go on to Liverpool in the steamer; but, on the 25th of September, the steamer reached Liverpool, and next day, the person to whom SURRATT had been so free with his confidence went to Mr. WILDING, our Vice-consul there, and made affidavit of what he knew. Meanwhile, SURRATT had made his way to Liverpool, where he staid in the oratory of the Church of the Holy Cross, awaiting money from his friends in Montreal, by the next steamer, the *Nova Scotian*. In Liverpool, the informer again saw SURRATT, and spoke with him, and was again made a confidant, and was requested by SURRATT to bring him the required funds on the return trip from America.

Why was not SURRATT arrested at once, while so quietly waiting at Liverpool? Minister ADAMS did not think there was evidence enough to warrant proceeding any further, and so instructed Mr. WILDING. And Acting Secretary of State W. HUNTER, and Messrs. STANTON and HOLT also advised no action. But, meanwhile, the informer had returned to Montreal, and there made a still fuller affidavit to our Consul-General, Mr. POTTER, and then, on November 13th, the Washington Cabinet began to think there really might be something in the matter. Seven months after his arrival in Liverpool, namely, in April of 1866, SURRATT, now under the name of JOHN WATSON, was accidentally discovered in Italy in a company of Papal Zouaves, posted at Sezze. Though disguised, and in the Papal uniform, he was instantly detected by the discoverer, a French Canadian, called ST. MARIE, who had known him well in America. SURRATT instantly acknowledged himself, told his whole story, and begged the other not to betray him. But ST. MARIE promptly made his way to our Minister, Mr. KING, in Rome, and told all. Mr. KING instantly wrote the facts to Washington. Mr. STANTON, Mr. HOLT and Mr. F. W. SEWARD again got their heads together, and this time concluded that there actually *was* something in the matter. They even went so far as to request Mr. KING to get a "sworn" statement from ST. MARIE of what he had already testified to Mr. KING of SURRATT'S confession. This was readily done, and the paper was sent across from Rome to Washington.

In October last, just thirteen months from SURRATT'S arrival in Europe, the Washington Government resolved to arrest him if possible. Mr. KING was instructed to ask his surrender (for no extradition treaty existed which would avail) of Cardinal ANTONELLI. His Eminence almost immediately ordered the arrest, and "Zouave WATSON" was thrown into prison to await the disposition of our Government.

The strange adventures of SURRATT were not, however, yet to terminate. Captain LAMBILLY had been charged with bringing "JEAN WATSON" from the prison at Feroli to Rome. This he attempted to accomplish on the 8th of November, with a result which he himself shall report:

> The prisoner was then awakened, and rose, put on his gaiters, and took his coffee with a calmness and phlegm quite English. The gate of the prison opens on a platform which overlooks the country. A balustrade prevents promenaders from tumbling on the rock situated at least thirty-five feet below the windows of the prison. Beside the gate of this prison are situated the privies of the barracks. WATSON asked permission to halt there, seized the balustrade, made a leap and cast himself into the void, falling on the uneven rocks, where he might have broken his bones a thousand times, and gained the depths of the valley. Patrols were immediately organised, but in vain.

Of this perilous leap, ALLET, the commander of the battalion, declared, "it savors of a prodigy. He "leaped from a height of twenty-three feet on a very "narrow rock, beyond which is a precipice. The filth "from the barracks accumulated on the rock, and in "that manner the fall of WATSON was broken. Had "he leaped a little further he would have fallen into "an abyss."

From Feroli, Zouave WATSON made straight for Naples, where he took passage on the steamer *Tripoli* for Alexandria, Egypt. But the telegraph was too quick for him, and, his departure having been traced out, on arriving at Alexandria, JOHN H. SURRATT was apprehended by Consul HALE, and is now doubtless on his way to this country in a national vessel.

To this strange story, thus briefly told, we may add that, after carefully reading all the official evidence yet made public, we cannot see that anything legally implicates JEFFERSON DAVIS with the murder of LINCOLN. As to the infamous whisper which associated Mr. JOHNSON'S name in the same way with the murder, it has not the faintest shadow of probability, much less an iota of evidence.

LIKE a piece of neglected goods under the auctioneer's hammer, poor MAXIMILIAN is always "going, "going," but never quite "gone." Each day brings its quantum of gossip from New Orleans, Paris, or Washington, about the movements of the unhappy Emperor, and on all hands it is agreed that "he lags "superfluous on the stage." In France they have it, according to the cable, that the Archduke is already on his voyage home; except one or two credulous journalists, who declare he will outstay the French legion in Mexico. Until within a week, we were told he was dwelling in Orizaba, having flung away his sceptre to whoever might deign to pick it up. But the reappearance of MIRAMON on the stage has somewhat favored the supposition that to him would be bequeathed whatever right, title, or interest the Austrian might have acquired in the rulership of Mexico. That some such delegation of nominal authority is desired by the Imperialists, is very evident; the ministers of the empire having cast in their lot with the usurper, are well aware that their alternative lies henceforth in rule or ruin; and hence it is probable, as it was not long ago asserted, that they at first resolved "to continue in office without alteration." But all plots and counter-plots for power will avail nothing. The Washington Government is resolved that, until a new and fair election is ordered, there shall be but one ruler in Mexico, and that one JUAREZ. Nevertheless, as the United States have not yet palpably intervened in the dispute, the people in the City of Mexico are the prey of a hundred hopes and fears. They still dispute whether their Emperor has abdicated or no, and who will succeed him, and to whom even now they owe allegiance; and they appeal for the present to the French Marshal with the great question, "Under which King, BAZAINE?" The upshot of it all is, that MAXIMILIAN is fated to speedy abdication, and his empire is plunging to ruin. Whatever bequest of crown or cause he may make to any aspirant—MIRAMON or any one else—will be only ruin to him who receives it. No throne can be set up on the wreck of the Republic.

Yet it is true, as we have often said, that MAXIMILIAN did originally expect to govern not only "by "the grace of God," but also by "the will of the "people." So heartily did he enter into the amelioration of Mexico, that he believed he had established claims of his own on the gratitude of the country. He persistently exalted Mexicans above the French whenever it was possible, and it must be admitted that he gave our own countrymen a fair chance for honors and emoluments. It was this resolute effort to Mexicanize himself that awakened the distrust which grew up between the French officers and MAXIMILIAN. Before he had been many months reigning there was a well-defined "French party," opposed to the "Imperial party." NAPOLEON had thought fit to send out urgent instructions to the Archduke to make himself more popular and more Mexican; but his pupil had already bettered the instructions. MAXIMILIAN had already aimed to render himself independent of the French subsidies, and hoped that Mexicans enough would rally to his throne, on the departure of BAZAINE, to support it against all comers. Since such has been his policy, it is entirely probable that a petition against abdication has been largely signed in the City of Mexico. But his bright dreams of ruling by the will of the people must already be fading. In the diplomatic arrangement made by France and the United States MAXIMILIAN has not so much as been consulted. The dupe alike of friends and fortune, whether he will slip away a few days sooner or later is of no moment.

OCEAN YACHTING.

AT noon on Friday last, the famous yachts *Vesta*, *Henrietta* and *Fleetwing*, of the New York Yacht Club, started on their race to England. The excellence of all the competing vessels; the venturesome character of the voyage thus undertaken in cold, rough and raw December; the length of the course, nearly 3,000 miles; the amount of the wagers, the race being a sweepstakes for $90,000, with perhaps half a million involved in outside betting; the unusual sensation created in yachting and naval circles; all these have given the race extraordinary interest.

The three rivals started fairly at the time appointed, amid the shouts of a host of admirers, from Sandy Hook, and at this present writing must be having favoring wind and weather. Mr. OSGOOD'S *Fleetwing* is outwardly the most beautiful of the three, and in her only race of importance so far, which was with the *Henrietta*, in September, 1865, she was the victor. Mr. LORILLARD'S *Vesta* is, perhaps, on the whole, the favorite, and last October beat the *Henrietta* in a race from New York to Cape May and back. She has also beaten the *Halcyon*, and been beaten slightly by the *Widgeon*. Mr. BENNETT'S dauntless *Henrietta* has been beaten, as we have said, by both her competitors, but has gained some victories too, as those over the *Palmer* and *Restless*. The original ocean match was made between her conquerors, but the *Henrietta* demanded entrance on even terms, and was admitted. While a fair share of money is embarked in the *Henrietta's* cause, more than an equal share of sympathy is enlisted there; for her owner alone of the three sails in his vessel, and stands by her "through "winter and rough weather." The race is from Sandy Hook to the Needles; there is no allowance of time; the sails allowed are mainsail, foresail, jib, flying jib, jib topsail, fore and main gaff-topsails, main topmast staysails, storm staysails, trysails, and a quare sail. The Judge is Commodore MCVICKER.

It is idle, of course, to speculate upon the result of this match which has so much excited boating circles, and not a little interested naval circles in the neighborhood of the starting point. We have noticed many long and profound speculations about "models;" but we fancy that models will have comparatively little to do with the race. The best practical model, chosen by way of compromise among the desirable qualities, was long ago well ascertained. Even when the yacht *America* so astonished our English friends (who have always thought they had a preëmption claim upon Neptune to "rule the waves"), it was by no means the model alone which won the victory. Marvellously beautiful and graceful as the yacht was, and worthy of the fame of STEERS, yet it was rather more the way her sails were carried on her, that allowed her to seize the cup from all the world for Yankee yachtsmen. In the present case, the dimensions in the racing triad are remarkably similar. These dimensions are:

	Length on deck. feet.	Beam. feet.	Depth. feet.	Burden. tons.
Henrietta	108	23	10	205
Vesta	108	23	10	201
Fleetwing	108	24	10	212

The *Vesta*, however, alone of the three, is a centreboard boat; so that an element of uncertainty is introduced into the race, depending on the weather. The winds alone will show whether the advantage is with the *Vesta* or her opponents.

The adventurous spirit thrown into yachting by so long a race in a season so forbidding, is another evidence of the fresh hold manly sports are taking upon our countrymen. Not long ago we pointed out this fact with pleasure, in connection with the Autumn public sports of ball-playing and horse-racing. The zest for adventure comes rightfully to us from our English ancestry; and doubtless those who thus cross the ocean in bleak December, will find welcome and appreciation from British yachtsmen who go pushing up in the high latitudes, and turn Summer into Winter in their quest for novel experience.

In one sense, everything which tends to develop the manly qualities, the endurance, courage, physical adroitness of our countrymen, makes them not only hardier and healthier in person, but of more value in the defence of the State, better material for soldiers and sailors. The public sports so popular in our day tend in this direction; and when to this is added the principle of competition, the discipline is nearly complete. Our Militia, too, keep alive the soldierly spirit among the young; while our yachts and merchantmen may well be styled the militia of seas.

IT has seemed to us, in common with most observers, that the raid of General SEDGWICK upon Matamoras was not only entirely unjustifiable as a matter of right, but entirely imprudent as a matter of policy. We are now in the midst of delicate diplomatic negotiations with France respecting the future of Mexico. Yet one of our officers threatens to embroil the whole official transactions by his hasty and unauthorized resort to force. Very easily might NAPOLEON seize on our repeated violations of the pledged neutrality for refusing also to carry out his part of the international agreement. It may be answered that, should NAPOLEON violate his agreement, we would then drive out his troops by force. Perhaps so; but in that case the people of the country would prefer to go to war of their own free will, and not be precipitated into it by the unauthorized act of one of their military deputies.

The great difficulty has seemed to be with some of our officers to recognize the fact that the Government has chosen to negotiate rather than fight, in order to expel the French from Mexico. Whether the Government was wise or not in their choice is a question well enough to discuss; but there is no doubt that fidelity to orders requires the simple fact of that peaceful choice to be accepted as final. Hence, no matter what the sympathies of commanders, perfect neutrality during the negotiation is the only path of safety. Now, it was a queer spectacle of neutrality which exhibited, on the morning of November 27th, the United States forces in the city of Matamoras, the troops of CANALES in the fortifications, and those of ESCOBEDO assaulting from without. During the action the American flag was flying over a city which troops from without were storming.

We are very glad to learn, however, from a late dispatch from General SHERIDAN to Washington, that affairs on the Rio Grande are now in better condition, and that General SEDGWICK's move "gave rise to no "complications," ESCOBEDO himself, indeed, asking SHERIDAN not to hold that officer responsible. SHERIDAN adds that the CANALES faction is "submerged," and accordingly he was "enabled to release General "ORTEGA upon ESCOBEDO promising that he would "look out for him." Our impression is, that while the Government still has this whole question under advisement, our officers will do best to let all the Mexican parties alone. Some day hence they may have a chance to throw up their caps, or, perhaps, to draw their swords, for JUAREZ.

CONGRESS.

PETITIONS for an increase of pay of Army officers are almost daily presented to Congress and referred to the Military Committee. But as yet nothing has been done by way of favorable response to them. Mr. WILSON has given notice of his intention to call up the joint resolution to disband and prohibit militia organizations in the Rebel States. A resolution offered by Mr. TRUMBULL has been passed, instructing the Military Committee to inquire into the expediency of extending to officers in the late Volunteer service who are appointed to positions in the Regular Army, the same benefits of brevet conferred for length of service, and in all other respects, which are allowed officers in the Regular Army who accepted positions in the Volunteer service in consequence of their services in such Volunteer positions. The same Committee was also instructed to inquire into the expediency of providing by law that officers appointed from the Volunteer service into the Regular Army may be brevetted in the latter for gallant, meritorious, or faithful conduct in the former. Meantime the House has passed a bill authorizing the PRESIDENT, with the advice and consent of the Senate, to confer brevet rank on officers of the Army on account of gallant, meritorious, or faithful service in the Volunteer service, prior to appointment in the United States Army. It was explained that officers who had distinguished themselves in the Volunteer service, could not, as the law now stands, be brevetted, while Regular Army officers, who had served as Volunteers, could be. The bill was simply to remedy that defect.

Mr. WILSON is to introduce a bill to amend the Freedmen's Bureau act.

Mr. MORGAN has presented resolutions of the Chamber of Commerce, of New York, in favor of the employment of a portion of the Navy for the purpose of ascertaining, by proper soundings, the facilities afforded by the bed of the Atlantic Ocean for laying lines of telegraphic cable directly connecting our Atlantic coast with the western coast of France and of Southern Europe.

The House Military Committee propose to frame a new bill for the equalization of bounties. The bill passed at the last session is not regarded by the Committee as satisfactory to the soldiers or just in its provisions. It was hurried through during the last hours of the session.

At a meeting of the House Committee on Foreign Affairs it was explained that General SHERMAN's mission to Mexico was for the purpose of assuring MAXIMILIAN and Marshal BAZAINE that no difficulty need be apprehended in the withdrawing of French troops by detachments as agreed upon. That he (SHERMAN), by the authority of the Government, would see that everything should be conducted in a proper way.

The House Military Committee have been instructed to inquire into the expediency of amending Section 4 of the Act of July 28, 1866, to increase the military peace establishment of the United States, so as to permit appointments of persons who have served five years or more in the Army and were distinguished for capacity and good conduct in the field; to inquire into the expediency of extending to the Home Guards of Kentucky the benefit of the law equalizing bounties; of passing a law for the relief of discharged soldiers who have accidently lost their discharges; of presenting to the State of Ohio the lumber and other material belonging to the United States at Camp Chase, Ohio, to be used in the erection of a State Asylum for the Idiotic; of providing for an increase of pay for soldiers detailed for the purpose of clerical duty in the several departments; of further legislation to facilitate a settlement of military officers' accounts with the War Department; of providing by law for turning over to the State Governments of the several loyal States all books, records and papers of the late Provost-Marshal-General's Bureau appertaining to the subject of recruiting and filling the quotas of troops in such States during the recent war.

The Committee on Invalid Pensions has been instructed to inquire whether any persons in the late Rebel States whose names were struck from the pension-rolls on account of their participation in Rebellion have been restored, and if so by what authority.

The Committee on Naval Affairs has been instructed to inquire into the expediency of so amending the laws as to allow Chaplains in the Navy, who served with the land forces of the United States during the Rebellion, to take rank from the date of such service. The same Committee has been instructed to report a bill making the appointment of the heads of the different mechanical departments of the various Navy-yards subject to the approval of the Senate.

A resolution has been adopted providing for the appointment of a committee of three to proceed to New Orleans, to investigate the riots of last August. The committee consists of Messrs. ELIOT (Mass.) SHELLABARGER (Ohio) and CAMPBELL (Tenn.)

Mr. PIKE offered a preamble and resolutions, which were adopted, reciting that three United States soldiers were murdered in South Carolina on October 5, 1865, under circumstances of peculiar cruelty; that several persons were arrested, tried, and condemned by military commission for said murder; that such person were subsequently reprieved and sent to Fort Delaware, from which they were taken by habeas corpus and set free; and resolving that a select committee of three be appointed by the Speaker to investigate the circumstances attending the murder, and all the facts connected therewith. The Committee consists of Messrs. PIKE (Me.), FARNSWORTH (Ill.), and COOPER (Tenn.)

On Motion of Mr. BROOMALL the Secretary of War was directed to furnish a statement of all ordnance and ordnance stores now in possession of the Government, and copies of all orders and contracts for purchase or construction of any additional supplies, and those now being furnished. Mr. BINGHAM introduced a bill to declare valid and conclusive certain proclamations of the PRESIDENT, and acts in pursuance thereof, and the acts of courts-martial and military commissions for the suppression of the late Rebellion. It was read twice and referred to the Judiciary Committee. Mr. HOTCHKISS introduced a bill to authorize the granting of discharges to certain Volunteers in the late war. It was referred to the Military Committe. Mr. MILLER introduced a bill to protect all loyal persons in the insurrectionary States. It was read twice and referred to the Judiciary Committee, as was also a bill granting pensions to the soldiers of the war of 1812. The bill provides for $8 a month pension to surviving soldiers of the war of 1812, and the widows of those who are dead, from April 1, 1865.

A resolution was adopted instructing the Committee on Judiciary to consider the propriety of providing by law, that it shall be the duty of the President to establish martial law in every county or district of the States lately in rebellion, wherein murders of citizens adhering to the Union shall take place, and where the local authorities do not properly arrest, convict and punish the murderers, and report by bill or otherwise.

Mr. FARQUHAR introduced a bill to make treason odious by disfranchising, within the District of Columbia, all persons who voluntarily bore arms against the United States, or accepted or exercised the functions of office from or under the so-called Confederate States of America, or any of them. It was read twice and referred to the Judiciary Committee.

A resolution was adopted requesting the Secretary of War, in view of the danger of travel on the plains, to report what addition to the force of the Regular Army would be required to thoroughly protect communication by the two great routes across the continent, to wit: a route upon the general line of the Union Pacific railroad, and a route upon the line of the Northern Pacific railroad. And that he also be requested to communicate the report of the tour of inspection made during the past season, through the Territories of Dakota, Montana and Idaho, to the Pacific coast.

D. VAN NOSTRAND is about to publish a work entitled "The History of the Campaign of Mobile, including the co-operative operations of WILSON's cavalry in Alabama," by Brevet Major-General C. C. ANDREWS, late commanding the Second division, Thirteenth Army Corps. We have had the pleasure of seeing the proof sheets of this book, but a pressure of matter forbids us from making such extracts as we would desire. This campaign was one of the last of the war, and illustrates the endurance of troops in arduous marches through the swamps of Alabama and Florida; their skill and valor in the seiges of Spanish Fort and Blakely, and the subsequent assault by which those places fell. The co-operative services of the Navy are also included, together with its previous operations under Farragut in the capture of Forts Morgan and Gaines. The campaign against Mobile by the troops under the command of Major-General E. R. S. CANBY was both brilliant and important, thus making the narrative of General ANDREWS, who commanded one of the divisions employed in capturing the city, doubly interesting. This work will make an octavo volume of about three hundred pages, illustrated by five accurately executed maps and several fine engravings of battle-fields, and will be printed on good paper and neatly bound in cloth;

(Continued from page 263.)

condition would be to neglect Iowa, Illinois, and the States north, as well as Louisiana and Mississippi.

In the event of a foreign war with the great maritime Powers, our country would labor under serious disadvantages were we without a Navy-yard or naval station in the Gulf. A naval force of steamers—and all fighting vessels must hereafter be steamers—could not be maintained in the Gulf without frequent repairs and supplies. With no Navy-yard in the Gulf, the disabled vessels would necessarily be withdrawn from their station and compelled to proceed to a northern yard for refitment. Beside the perils incident to a voyage under these circumstances, with an enemy on the coast, the services of the officers and crews, as well as of the vessel itself, would be lost during the time she might be absent in going to and returning from a northern yard. The Rebels and the waste of war have devastated the Norfolk and Pensacola Yards, but the best interest of the service, and the obligations of the Government, are not less imperative, now, when peace and union are restored, to place them in proper condition. It is to be hoped, therefore, that liberal appropriations will be made for that purpose.

NAVAL DEPOT FOR IRON-CLADS.

In consequence of the failure of the Senate to act on the bill which passed the House of Representatives for the acceptance of League Island for naval purposes, the Government remains without a depot or station for our iron and armored naval vessels. Most of them have been permitted to remain in the back channel at League Island, where they were placed after the close of the war, as the best and most available location for their security and preservation. It is desirable that the bill for the acceptance of League Island, which has been unfortunately delayed in its passage through the Senate, should receive the early action of that body, that the necessary appropriation may be made for deepening the channel, preparing suitable docks, and making other necessary arrangements, at an early period, for the proper care and protection of the large number of costly vessels which are there in a precarious condition, and from which they are liable at any time to be warned away by the proprietors of the adjacent shores. The vessels lying in the back channel are there on sufferance. Being of iron, it is essential that they should be laid up in fresh water, and in consequence of the omission of Congress to provide any suitable place, the Department selected this location as by far the most eligible in the country for that purpose. They are there, however, under many disadvantages, for no preparations or improvements for them have been made, nor is the Department authorized to make any, for the safe-keeping, protection, and preservation of vessels which have cost the Government several millions. Deterioration and permanent injury must be the consequence of this delay, and, notwithstanding every precaution has been taken, it is but reasonable to expect that they have already been damaged to some extent from their exposed condition.

ENLARGEMENT OF NAVY-YARDS.

The purchase of Seavey's Island, adjacent to the navy-yard at Kittery, authorized by the act of April 17, 1866, has been consummated, and that island now constitutes a part of the Kittery navy-yard. This acquisition enlarges the heretofore restricted limits at that station, and will obviate some of the difficulties which have been experienced in consequence of insufficient room for the shops, sheds, and storehouses which are wanted to store materials. The annual loss at this and other yards by the deterioration of materials unavoidably exposed to the weather or stored, with much inconvenience, in temporary sheds, has been very great. The want of sites for the erection of additional storehouses and sheds has led to propositions for adding one additional story to the present buildings.

Operations at most of the yards have been much embarrassed for want of room, but at no one has there been so much difficulty and inconvenience from this cause as at Philadelphia. Until the introduction of steam the Philadelphia yard was of secondary importance, on account of its interior location, which rendered ingress and egress to vessels propelled exclusively by sails difficult and dilatory. But the revolution wrought by steam—the manufacture of iron vessels, and engines, and armature—the advantage of an interior location which was formerly an objection—the facility with which iron and coal can be obtained on the Delaware, and the necessity that our iron and armored vessels should be laid up in fresh water, will make the Navy establishment on the Delaware river important beyond any other in the country. It is impossible, however, to carry on the operations which are essential at this central point within the limits of the present yard, which is scarcely one-sixth of the area of any other, almost all being too restricted. Nor can the present yard, which is within the thickly populated part of the city of Philadelphia, be enlarged except at a cost which precludes the idea of its accomplishment. Another location must be obtained. Ten times the water front, and twenty times the area of the present Philadelphia yard, are wanted for the naval establishment on the Delaware. There is no doubt that the present yard will be abandoned, and the sooner another location is secured, with ample room for the necessary works, to which the present establishment can be transferred, the better will it be for the service and the country. Should the Senate confirm the law which was passed by the House at the last session, accepting League Island for naval purposes, ample ground and water front will be obtained.

HARBOR DEFENCE.

The changes which have taken place within a few years, both in the character of vessels and guns, have raised questions as to the most effective means and the best use of those means for sea-coast defence. The value of iron-clad vessels, of channel obstructions, and of torpedoes as means of defence, are, respectively, matters for consideration. A communication was addressed by this Department to the Secretary of War in February last, suggesting the organization of a joint Army and Navy Board for the consideration of these questions and the adoption of some general principles concerning them.

The extent to which each or all of the means suggested could be advantageously used, the best form of iron-clad vessels, the character of the obstructions and of torpedoes—to what department the preparation of these defensive means properly appertained, and which should control their use—are points which it is important to have defined and settled.

The Secretary of War concurred in the importance of organizing such a Board, and assigned experienced officers to serve upon it in conjunction with naval officers detailed by this Department. This Board, consisting of Rear-Admirals Charles H. Davis and John A. Dahlgren, and Commodore James Alden, of the Navy, and Brevet Major-General J. G. Barnard, Brevet Brigadier-General Z. B. Tower, and Brevet Brigadier-General B. S. Alexander, of the Army, assembled at Washington on the 1st of March, and continued in session until the 17th of July, and had these matters before them.

In the discussion of the three leading subjects which have been indicated, it was an object of the Board to arrive at and report upon some definite plan of proceeding by which our harbors could, on a sudden alarm or emergency, be put at once in a complete state of defence against an enemy's fleet.

In their preliminary report the Board advocated the importance of having always on hand a number of iron-clad vessels at each of our great commercial cities, and within the waters of our exterior bays; but without further information both as to the offensive and defensive properties of our forts, and also of our iron-clads, it was unable to specify the requisite number, or to define precisely the part they should perform in the defence of our harbors, especially as that would depend upon the degree of success which might be attained in a well-devised system of channel obstructions.

On the subject of channel obstructions, a plan submitted by one of their number was favorably received by the Board, who recommended that it should be tested experimentally, but such a test would have involved a large expenditure of money, for which there was no adequate appropriation. The Board also recommended some general experiments to be made under their direction for ascertaining and settling certain general principles concerning the effect of torpedoes. After a very full examination the members became convinced that they could arrive at no definite conclusions on the points submitted without preliminary experiment, and satisfied that they could not add materially to what they had already reported, the Board was dissolved by order of the Department.

The subject is, however, of great importance, and should receive thorough consideration.

PROMOTIONS.

In conformity with the provisions of the act of the 28th of July last, "to define the number and regulate the appointment of officers in the Navy, and for other purposes," selections were made for promotion and advancement in the brief period which remained after the passage of the act, and before the close of the last session of Congress. This labor was much facilitated by consultations which had previously taken place with most of the officers of the highest rank in the service who were on the active list, and under whom nearly every officer had served during the war. But the requirement, "that the increase in the grades authorized by this act shall be made by selection from the grade next below, of officers who have rendered the most efficient and faithful service during the recent war, and who possess the highest professional qualifications and attainments," could scarcely be expected, under any circumstances, to be carried into effect without causing some disappointment. By the act of Jan. 24, 1865, an advance, "not exceeding thirty numbers, in rank for having exhibited eminent and conspicuous conduct in battle, or extraordinary heroism," was authorized. In the selections for promotion the tests prescribed by Congress controlled when the qualifications in other respects were unexceptionable. Many officers afloat had no battle record; others possessing high qualifications, but occupied in other duties, had unfortunately been in no position to render actual fighting service during the recent war. Some few have necessarily been superseded by their more fortunate juniors, whose record being in all respects meritorious, they were selected for promotion under one or both of the tests which Congress adopted.

But for the war no such law would have been enacted, and the great object of the law was the recognition of war services. Governments very justly recognize and reward courage and success. The acts of 1865 and 1866 gave preference for promotion or advancement to those meritorious officers who had distinguished themselves by their heroic qualities and achievements over those who were not endowed with those qualities, or who had been so unfortunate as to have no battle record.

Where all had done so well, it was a delicate and embarrassing duty to discriminate and select for promotion. No body of men ever acquitted themselves with more honor than the gallant officers of the Navy during the late war, and it is a gratification to know that, while some have received higher honors than others, yet every one on the active list who faithfully discharged his duty has, by the liberal provisions of the Government, been advanced, and, if not promoted, occupies a higher number in his grade by the operation and administration of the law.

By the provisions of the third section of the law, a Board of naval officers, consisting of Commodore S. P. Lee, Captain Foxhall A. Parker, and Commander John Lee Davis, was convened at Hartford, on the 5th of September, for the purpose of examining such officers as have served in the volunteer naval service for a period of not less than two years, with instructions, after examining the claims of all candidates, to select and report from the most meritorious in character, ability, professional competency, and honorable service, the number authorized to be appointed and transferred to the Regular Navy under the act. This Board was subsequently enlarged by the addition of Captain Daniel Ammen and Commanders Walter W. Queen and K. Randolph Breese. Owing to the large number of candidates who desire to avail themselves of the privilege of the act, as well as to the thoroughness of the examination, and also to the fact that all who claimed the right must be examined before the authorized selections can be made, there will be necessary and unavoidable delay on the part of the Board in making their report.

NAVAL ACADEMY.

The Naval Academy is re-established at Annapolis, with some enlargement of the grounds and some important improvements. No measures were adopted by Congress for establishing the institution elsewhere on the Chesapeake, where there might be greater seclusion, with more ample area for those connected with the Academy. The appropriations for additions and improvements of the present site, with the acquisition of more ground, will obviate some of the objections which were taken against that location. The authorities of Maryland have manifested a warm interest in the Academy, and afforded facilities for enlarging the premises, which were, and still are, too limited. They have also, by suitable legislation and by municipal regulations to guard and protect the midshipmen from improper influences, done acceptable service in another respect.

On resuming possession of the academic grounds and buildings, expensive repairs became necessary in order to place them in proper condition for the school. During the war the houses and buildings had been used for army and hospital purposes, and the grounds had been broken and impaired by wagon roads while in the occupation of the military forces. Considerable labor and expenditure was necessary in renovating and restoring the buildings and grounds for use. This has been accomplished under the immediate direction of the superintendent. The buildings and grounds are now in good order, and the institution is in all respects in as prosperous and satisfactory a condition as could be expected in so brief a period.

A transfer of the executive mansion and grounds belonging to the State of Maryland, authorized by the Government of that State, and for which an appropriation was made by Congress at its last session, has been completed, and the land is now inclosed within the Academic grounds, to which it was adjacent, and, when graded, will make a handsome addition to the site already owned by the Government. An appropriation will be necessary, however, to defray the expense of grading and filling in the water front, for which the proper estimate has been made.

An appropriation of $25,000 was made at the last session of Congress for the purchase of certain other contiguous property which it was deemed advisable to secure, but the owners hold it at such exorbitant rates that the negotiations for it have been discontinued.

A more extensive range for those connected with the Academy than the present area furnishes is much wanted, and was one of the principal reasons for suggesting a change of location of the institution in my last annual communication.

Attention is invited to the recommendation of the superintendent for additional accommodations for the officers and assistant professors, there being suitable locations upon the ground for the proposed buildings.

The machine shop erected for the benefit and improvement of the pupils is completed, and the machinery, with a propeller engine adapted to the purpose of instruction, has been properly prepared.

The midshipmen have the present year entered upon a full theoretical and practical course of studies in regard to the application of steam power, so that hereafter the graduating class will be enabled, with very little practice afloat, to manage any engine in the Navy, and will thus have attained in their academic course the requisite elementary knowledge of this indispensable part of the profession of the future naval officer.

Three cadet engineers have been received into the Academy under the provisions of the act of July 4, 1864, which requires that the applicant shall, beside satisfactory evidence of mechanical skill and proficiency, have been employed at least two years in the actual fabrication of steam machinery. The stringent requirements of this act may need modification, in order to make it practically useful, for it is a severe exaction that youths under the age of eighteen who make application to be received as cadet engineers shall have had two years' previous practical experience in such employment. Under the provisions of this act, a class of only three who had prepared themselves for the purpose was formed, and as the necessary teachers and accompaniments for so small a class might be employed to advantage in improving a larger number, several young men who had been trained at some of the best scientific schools, and received the appointment of acting third assistant engineers in the Navy, have been added to the class for instruction in the higher qualifications of their profession.

The great loss, delay, and embarassments experienced during the war in consequence of the ignorance, inefficiency, and incompetency of many of the engineers, admonish the Government of the necessity of educating and training men of ability to this highly responsible profession. Our Naval officers must themselves hereafter be familiar with steam enginery, as well as with seamanship, in order to be masters of their profession. Unless this is the case they cannot be masters of their ship, but will be dependent on the engineer who controls its motive power, and whose negligence or incompetency may destroy its efficiency.

The cadet engineers, making, as they will, steam and steam machinery a specialty, must attain proficiency, and from their acquirements and mechanical skill will become a highly scientific and useful class, indispensable to the service, and more useful, perhaps, in the design and construction of engines than in duty afloat.

Great credit is due to the energetic and judicious efforts of the Superintendent, who has given to the Academy the benefit of his acquirements and experience, and who in his well-directed labors has had the earnest co-operation of those associated with him in educating the future officers of the Navy. Under such management, fostered and sustained by the Government, the institution takes high rank, and will be of incalculable service to the country.

Some valuable suggestions are made in the very able report of the Board of Visitors, as well as in that of the Superintendent, both of which are appended, and commended to the consideration of Congress and all who feel an interest in the success of the Navy.

NAVAL APPRENTICES.

The revival of the system of Naval apprentices, authorized by the act approved March 2, 1837, promises encouraging results. Having been imperfectly understood and not judiciously carried into effect at its origin, nearly thirty years ago, and compelled to encounter not only indifference and prejudice, but opposition, the execution of the law had been neglected and fallen into disuse.

Time and experience will still be needed to perfect the system, which has many difficulties to overcome, for it is yet in its infancy; but when fairly established and its merits fully developed, important benefits may be anticipated from it, not only to the Naval but the merchant service. A class of educated and trained seamen will go forth yearly from the school ships to give character and efficiency to American commerce as well as to the American Navy. Under judicious and skilful management the school ships will be nurseries for the Naval and merchant service, from which, when the system is in full operation, there will graduate a superior class of well-instructed and thoroughly disciplined seamen, who in a few years will elevate and thoroughly revolutionize the maritime force of the country.

If the Government would enlist the best class of boys as apprentices, it must, as has been heretofore suggested, make the service attractive; and to do this most effectually, the recommendation is renewed that a portion of those most proficient and most deserving shall receive appointments to the Naval Academy. To carry this recommendation into effect, the plan proposed in my last report, that of conferring one-half of the yearly appointments upon the Naval apprentices who shall pass the best examination, instead of appointing the whole from Congressional selection, is most available.

SEAMEN.

On former occasions and in various ways the attention of Congress has been invited to the condition of our seamen. Some measures should be taken to ameliorate and improve their condition and to increase their numbers, for neglect on the part of the Government, inattention to their merits and their wants, and more remunerative employment and greater consideration in other pursuits, are having their effect in retarding the increase of this useful and deserving class. Without representation or political influence, identified with no party, though always true to their flag, the sailors have received little attention from our legislators. This is perhaps in part owing to the fact that no one department of the Government is clothed with special authority in regard to them. At an early day after the adoption of the Constitution, general duties respecting seamen were distributed among several departments of the Government. The Treasury Department is entrusted with the navigation interest, and nominally with the care and protection of our seafaring men. The State Department, through our Consuls abroad, is charged with the duty of providing for destitute American seamen in foreign ports. The Navy Department, which procures its Naval recruits mainly from the merchant marine, has the care of enlisted seamen.

No one department is specially charged with the duty of attending to a class which, more than any other, needs the friendly and protecting care of the Government. Their interest and welfare are, consequently, almost wholly neglected, and, from their roving life, liable to imposition when ashore, they become the victims of sharpers, who soon rob them of the wages they have earned while afloat.

Elsewhere in this report mention has been made of the importance of school ships at the principal seaports, where boys may be received, educated, and trained for Naval seamanship, and where their youthful ambition may be stimulated with the hope that by their own exertions, and by propriety of conduct, they may enter the Academy and become officers of the Navy. This commencement will do much to elevate the character of the American sailor. While some of the apprenticed boys would doubtless enter and obtain honorable position in the merchant marine, most of them would, with proper encouragement, continue through life in the public service, or until age had incapacitated them for duty. A small pension after not less than twenty years' service for such as preferred it to support in the asylum already provided, would attach them to the Government with which they would feel themselves identified. In his roving and unsettled life the sailor seldom accumulates property, and a pension of half his monthly wages to comfort declining age, would be but just after he has given his best years to his country.

Movements have been recently made in behalf of their seamen by some of the maritime countries, which have become aware of the necessity of taking measures to retain the requisite complement of seamen for naval and commercial purposes.

In our own country our best naval officers and intelligent merchants are interesting themselves in this subject, and Congress and the Government cannot remain indifferent to it without putting in jeopardy our commercial and naval supremrcy. But in order that the whole subject may be duly considered, and the best measures adopted for wise and intelligent legislation, there should be connected with the Navy Department a properly organized bureau, which should have in charge the whole subject relating to seamen, not only the men-of-warsmen, but the shipped seamen of the merchant service. Such a bureau, with an intelligent and practical seaman of either the naval or merchant marine at its head, one who understands the existing evils, comprehends the necessity of thorough and radical action, appreciates the growing wants of the country, and has the energy, industry and zeal necessary for the work, could mature a system which would constitute the basis of future legislative action and be of benefit to both the seamen and the country.

The division of this and other incidents of the naval and commercial marine of the country among the different departments tends to confusion, augmented expense, and inefficiency. It is a departure from the uniform practice and organization of other maritime governments, all of which, so far as known, place in the charge of their Marine Department all that belongs to their navigating interests. The adoption of such a plan here would secure that unity of action and purpose which is indispensable to the best and wisest administration. The duties of the Light-house Board, the great and important operations of the Coast Survey, and the revenue cutter service, which bring the naval power of the country to the aid of its financial and revenue system, are all legitimate branches of the administration of the Navy Department. Ocean transportation for military purposes should be a naval duty, and the same may be said of the co-operation of our Consuls in the protection of our seamen abroad, and providing for the return to our shores of those who are wrecked and found destitute. All these matters can be best regulated and most easily attended to by being placed under the supervision of officers familiar with all the exigencies and operations of the naval service, and who in the performance of their duties will act under the direct control of the department to which they belong.

OUTFIT FOR SEAMEN.

Complaint is made that at present prices, and with an inflated and fluctuating currency, the seamen find it difficult to procure their outfit on the wages they receive. It is a question whether the seamen, who, when on service, are confined to no particular locality, but are constantly changing from port to port, and from one country to another, ought not always be paid in coin. It is important to them beyond any other class that they should receive their wages in money of true standard value, which they can use abroad as well as at home, and that they should not be paid in a fluctuating paper currency.

It has been suggested that were an outfit of clothing to a specified amount, in the nature of a bounty, furnished each recruit on his enlistment, it would remedy to a considerable extent the difficulties which are experienced. There are many reasons in favor of this proposition. In the naval service of most countries, and in the Army of our own, the enlisted man receives his clothing in addition to his wages. If compelled as he is at present, to furnish an outfit for himself, by an advance of wages, the sailor commences his service in debt, becomes dissatisfied, and not unfrequently deserts. It is therefore recommended that clothing to a specific amount be furnished by the Government to each sailor on his enlistment.

TIMBER LANDS.

Many years since the Government adopted the policy of reserving from sale certain timber lands for "the sole purpose of supplying timber for the Navy of the United States." The lands thus reserved were placed under the control of this Department, and are scattered through the States of Florida, Georgia, Mississippi, and Louisiana. Agents were appointed, with salaries ranging from five hundred dollars to two thousand dollars per annum, with allowances for boat hire, horses, wagons, and other alleged expenses, to protect these lands from depredation. These agencies were continued, at considerable annual cost to the Government, until the beginning of the Rebellion, when they were discontinued, and they have not been revived since the insurrection was suppressed.

Measures for the preservation of live-oak were commenced as early as 1817, and it was represented at that time that many of the trees had obtained their full growth. Yet it is not known that any timber has ever been procured from these lands for the Government, but, so far as ascertained, every stick of live-oak which has been used by the Navy has been purchased, and there is little doubt that much of it was cut and taken from the timber reservations which had for years been protected by Government agents, at great annual expense to the Government.

Since the restoration of peace, ineffectual search has been made for the maps and papers relating to these lands, but they have not yet been found. Whether they have been misplaced or were abstracted by those who had access to and charge of them, but who fled South at the commencement of the Rebellion, cannot be stated. Some difficulty may be experienced in ascertaining the quantity and precise locality of these reservations, but from what has taken place, it is evident that the policy of timber reservations with salaried agents to protect them is a costly failure, and should be abandoned. The

Government has experienced no inconvenience in procuring ship timber from private parties, nor is it apprehended that any embarrassment will occur from that source in the immediate future. Under these circumstances it is a question whether the Government should not, through the Land Office, resume possession of these reserved lands, and put them in market to be sold for general purposes.

NAVAL PENSION FUND.

At the date of the last annual report, the naval pension fund amounted to nine million dollars. There has been added during the year the sum of two million seven hundred and fifty thousand dollars, making the aggregate at the present time eleven million seven hundred and fifty thousand dollars.

By law, one-half of the net proceeds of all prizes, when the captured vessel is of inferior force, is decreed to the United States, and it is enacted that all money thus accruing to the United States from sale of prizes shall be and remain forever "a fund for the payment of pensions to the officers, seamen and marines who may be entitled to receive the same, and if the said fund shall be insufficient for the purpose, the public faith is pledged to make up the deficiency; but if it should be more than sufficient, the surplus shall be applied to the making of further provision for the comfort of disabled officers, seamen and marines."

The efficient and active vigilance of the Navy in capturing prizes, and the promptness with which their adjudication has been enforced, has placed in the treasury a fund the income of which is more than sufficient to pay the pensions at present rates. Further legislation is therefore required in order that "the surplus shall be applied to the making of further provision for the comfort of disabled officers, seamen and marines."

The subject is submitted for consideration that the necessary provision may be made to carry into effect the pledged faith of the Government.

PENSIONS.

On the first of November last the Navy pension roll was as follows:

1,057 Invalids, with annual pensions amounting to	$78,637 05
1,208 widows and orphans, annually receiving	192,102 00
2,265 persons receiving a total annual amount of	270,739 05

This amount will be somewhat increased by virtue of the provisions of the acts of June 6 and July 25, 1866.

COMPENSATION OF CLERKS.

The compensation to the clerical force of the Department is small for the service rendered, and insufficient for the support, in a manner becoming their position, of the clerks and their families. All persons who have fixed incomes are injuriously affected by our expanded currency. With the ruling high prices for rents and the necessaries of life, the struggle of such as have low salaries and dependent families is extremely severe. A fair compensation on the part of the Government to those who faithfully serve it is undoubtedly the best policy.

An extra allowance, if made to the employes of any department, should be extended in like manner to the clerks in the other departments, who are as faithful and as meritorious, and subject to the same expenses as those who have received the special benefaction of Congress. The discrimination which is made is not only invidious, but in its effect most discouraging upon those who, while laboring with equal fidelity and assiduity in similar positions, are denied corresponding remuneration. No money of the Government is more judiciously expended than that which is paid to the capable and faithful clerical force in the departments; and that of the Navy Department I earnestly commend to the special consideration of Congress.

EXPENSES AND ESTIMATES.

The available resources of the Department for the fiscal year ending June 30, 1866, were	$142,291,919 40
Expenditures	43,324,526 42
Leaving a balance at the commencement of the present fiscal year of	98,967,392 98
The appropriations for the current year amount to	18,976,677 50
Making the total available resources for the fiscal year ending June 30, 1867	117,944,060 48

As several of the bureaus will have unexpended appropriations, which will be ample for some time to come, they have made no estimates for the fiscal year ending June 30, 1868.

The following amounts are asked for:

Pay of officers and men of the Navy	$10,826,280 00
Pay for labor and superintendence in navy yards	7,976,192 00
Bounties to discharged seamen	500,000 00
Navigation, Naval Academy, Observatory, etc.	612,239 15
Magazines, etc	80,000 00
Surgeons' necessaries and hospitals	386,513 00
Contingent expenses	1,592,000 00
Support of Marine corps	1,595,212 01
Total	23,568,436 16

The large unexpended balance in the treasury at the close of the last fiscal year is embraced in appropriations under more than one hundred different heads. Many of these are continuous, have been made for years, their expenditure will be protracted through years to come, and, though assisting to make up a large balance, cannot be dispensed with. There are large amounts, however, under the heads of "construction," "steam engineering," "ordnance," "provisions and clothing," and "fuel," which can with propriety revert to the treasury. No appropriations under these heads were made for the current year, and for the ensuing year none are asked. In the course of time the appropriations would be exhausted, but it is not believed to be in accordance with sound public policy in time of peace to continue such large amounts at the disposal of the Department.

Liberal appropriations for the naval service were made during the existence of the war, but the funds of the Department were always carefully and economically expended. This fact is attested by the numerous claims of contractors for relief now before Congress; and the result is, that the Department is able to complete all the vessels and engines contracted for before the close of the war, and designate appropriations to the amount of about fifty millions of dollars that can be relinquished to the treasury, or may be otherwise disposed of by Congress.

It has heretofore been deemed essential to correct administration that there should be annual estimates for proposed expenditures, and specific appropriations therefor after examination by Congress, and this Department has no desire to evade this annual scrutiny.

BUREAUX.

The reports of the several chiefs of bureaus and of the colonel commandant of the marine corps are appended, and are referred to for full information of the operations of their several departments. A brief abstract only can here be given.

The chief of the Bureau of Yards and Docks gives in detail a statement of the repairs and improvements at the Navy-yards, the present condition of the work, and his views of future wants. The expenditures for permanent improvements were necessarily small during the last four years, and now that the war is closed, it is thought to be sound policy to supply many of the wants and correct the defects which a state of war has developed. The Portsmouth Yard has been extended by the purchase of Seavey's island, and arrangements have been made, subject only to a grant of jurisdiction by the New York legislature, for extending the Brooklyn Yard by incorporating into it property known as the Ruggles estate. The means for executing work at the Philadelphia Yard are very limited, and, in consequence of the want of shops and machinery, large quantities of work have been done in private establishments which could have been performed more economically and perfectly in the Navy Yard had the facilities existed. It is also recommended that the Washington Yard by extended by the purchase of additional property. Fourteen beneficiaries have been admitted to the Naval Asylum during the year, nine have died, and one has been sent to the Insane Asylum. Total number on the rolls, including officers and attendants 173; expenses, $62,282 58.

The Bureau of Navigation has under its immediate supervision the Naval Academy, Naval Observatory, Hydrographic Office, Nautical Almanac, and the school for naval apprentices, and a survey of operations in each of these departments is given in the report of the chief of the bureau. The subject of the local deviation of compasses, arising from the use of large quantities of iron in the construction of vessels-of-war, is occupying the attention of the bureau, and the results of some important observations will soon be made public. To collect data for this purpose, an officer was especially sent to San Francisco in the iron-clad *Monadnock*. A Hydrographic Office has been established in this city under authority of an act of Congress passed at its last session. It will be the central depot from which charts, sailing directions, and nautical books in general will issue. The new buildings for the Naval Academy authorised by Congress will soon be commenced; other improvements have been completed. The Superintendent of the Naval Observatory reports that there has been added to the instruments of that institution a great Transit Circle, which restores the observatory to the rank of a first-class institution, and will largely extend its sphere of usefulness. The result thus far of the naval apprentice system, has not, in the opinion of the chief of the bureau, disappointed the expectations of its most sanguine advocates.

The chief of the Bureau of Ordnance reports the sale, during the past year, of unserviceable cannon and surplus powder to the amount of $337,364. Other ordnance material which the close of the war has left on hand, and is not needed for the present or prospective wants of the squadrons, will be disposed of. He states that the most satisfactory results have been attained with guns cast either solid or hollow, and nothing has transpired abroad, in the efforts to produce a steel or steel and wrought-iron gun better than ours, to induce a fear that cast-iron ordnance will be surpassed in any essential of endurance, either as smooth-bore or rifles. In gun-carriages a decided improvement has been made in the substitution of iron for the cumbersome wood ones so long in use, and a carriage has recently been designed upon which a fifteen-inch gun can be safely handled in any weather in which an action may be fought at sea.

The Chief of the Bureau of Equipment and Recruiting reports that 731 tons of hemp, of a value of $296,489, have been used at the Government ropewalk at Charleston. A Board has been organized to examine and test the comparative strength of wire and hemp rope, with a view to its more general introduction into the navy, should the report be favorable. It is believed that by the use of wire instead of hemp rope a vessel of the *Wabash* class will be relieved of over four tons' weight aloft, and that there will be a large saving in the original cost, as well as increased durability in the rigging of a vessel. The coal contracts for the current year are for 40,000 tons delivered at Philadelphia, at $5 61 per ton, and 12,000 tons delivered at New York, at $7 38 per ton. But little coal has been sent abroad during the year. Especial attention is invited to the suggestions relative to the enlistment of seamen, both for the naval and merchant service.

The report of the Chief of the Bureau of Construction and Repair is chiefly occupied with the prospective wants of his Department. To place the Government dock-yards in such a condition as the experience of the past few years has shown to be necessary for efficient service, will require the erection of a number of new buildings. The views of the Chief of the Bureau are detailed with some minuteness, and should command attention. During the war it became necessary to build many vessels of unseasoned timber, but such vessels are of short durability, and true economy will be consulted by laying in for future use a large supply, particularly oak and yellow pine timber. Special appropriations for a few years for this purpose are recommended. During the year the force in the Navy-yards has been principally engaged in placing in efficient condition the vessels which had been almost constantly employed during the war, and but little progress has been made upon the hulls of the new vessels.

The Chief of the Bureau of Steam Engineering reports that no new work has been undertaken during the year in his Department. All the new work under construction was commenced before the close of the war, and a number of engines are now completed, for which the vessels have not been commenced. This will be taken off the contractors' hands and stored. The machinery for the *Idaho* and *Algonquin*, designed by E. N. Dickerson, has proved a failure in each case, and been rejected. As the Navy is almost wholly a steam Navy, it is suggested that increased facilities be afforded for the construction and repair of steam machinery in our Navy-yards, and to this end estimates, amounting to about one million and a half of dollars, are submitted. The Chief of the Bureau suggests that, in view of the importance of the Engineer Corps, the rank and pay of engineer officers should be increased; also, that the age qualification for cadet engineers be extended to twenty-one years.

The Chief of the Bureau of Provisions and Clothing calls attention to the very great evils of the present system of supplying a sailor with his outfit. The market rate for the various articles he is compelled to purchase is now so high that when a sailor has received his advance in money, and drawn his clothing and small stores, he finds a debt of about a hundred dollars standing against him, which he cannot expect to work out, after leaving a half-pay allotment for his family, in less than a year. The Chief of the Bureau recommends the erection of an additional storehouse, at a cost of $150,000, upon the new purchase at Brooklyn, known as the "Ruggles' property."

The Chief of the Bureau of Medicine and Surgery calls attention to the necessity for increased hospital accommodations at the Naval Academy, Annapolis, and suggests that a sufficient sum be appropriated to purchase a proper site, and to erect a hospital commensurate with the necessities of the institution. He represents the hospital now in use as wholly insufficient for the number connected with the Academy. He also urges an appropriation of $150,000 additional to the amount already appropriated to build a hospital at Mare Island, to answer the growing necessities of that distant station. He represents that the building in which the Naval Laboratory is carried on is small, and so inconvenient as to seriously embarrass its operations; that the machinery, apparatus, manufacturing department, store-rooms, packing and dispensing rooms, are all crowded in one small building. He submits an estimate of $80,000 for additional laboratory accommodations. Interesting tables connected with the casualties of the Navy during the Rebellion, and showing its sanitary condition, are given. The number of persons wounded during this period was 4,030, of which 3,266 were from gunpowder, 456 were scalded in battle, and 308 drowned in battle. The casualties incident to service in the Navy, not connected with battle, during the same time, were 2,070. The aggregate number of deaths in the Navy from casualties of all kinds during the Rebellion was 2,272, as follows. From gunshot fractures, 495; from gunshot flesh wounds, 1,309; from incidental casualties, 373; died in Rebel prison pens, 95.

The colonel commandant of the marine corps reports that at his annual inspection he found good order and discipline sufficiently marked to reflect credit upon both officers and men. One-half of the strength of the corps is attached to vessels upon foreign service; the remainder is employed in guarding the Navy Yards and Naval magazines, and being instructed in the duties of soldiers. No difficulty is experienced in getting a sufficient number of recruits, and of a better class than formerly. The commandant of the corps recommends that new barracks be erected in Washington to displace those at present occupied, which were erected in 1805, and, besides, being dilapidated and not adapted to the health and comfort of the men, are considered wholly inadequate for the wants of the service. It is also recommended that steps be taken towards securing a convenient site for marine barracks at Norfolk, where there are no suitable accommodations for the marines. Attention is called to the fact that, although the corps is a military organization numbering some thirty-six hundred men, its commandant holds but the commission of a colonel. Strong interest is felt that the grade of brigadier-general should be conferred upon the highest officer in a corps whose numbers and service would seem to justify it, particularly at a time when so many officers are honored with that position.

CONCLUSION.

I have in this report presented to you, and stated for the information of Congress, the present condition of our naval force at home, where its preparation for efficiency is still proceeding, though on a properly reduced scale, and its arrangements and operations abroad, where, following in the track of our expanding commerce, it keeps faithful watch over our National interests and honor. I have added to this description such suggestions as I deemed most worthy of a favorable consideration looking with a due observance of economy, to further improvement of its organization. The calm which succeeds the great tempest through which our country is passed, gives me the gratifying opportunity, while stating the movements of our naval force in distant seas, to suspend for this year the five times resumed narrative of its mighty growth and ever memorable achievements. Yet in closing this report I again exhort the Government and the country to realize promptly and practically that the maintenance of our Navy in an amplitude of power adequate to any emergency, is intimately blended with our hopes of lasting peace, with the augmentation of our vast commercial enterprise and prosperity, and, above all, with that grand and imposing Naval renown which has come in our age to be manifestly the surest and the cheapest defence of a great nation.

GIDEON WELLES, Secretary of the Navy.

To the PRESIDENT.

THE Headquarters of the Twenty-ninth U. S. infantry have been transferred from Norfolk to Lynchburg, Va. The commander of the late Third battalion Eleventh U. S. infantry has been directed to send all the books and records of that battalion to Colonel O. B. WILLCOX, Twenty-ninth U. S. infantry, at Lynchburg, Va., in charge of the Acting Adjutant of the battalion.

THE ENLISTMENT OF MINORS IN THE ARMY.

A VERY important case as to *what* constitutes the "Law of Enlistments" was decided in the United States District Court for the Southern district of New York, December 5, 1866, before Judge Samuel R. Betts, in which the entire question of the right of the Government to retain in the Army minors enlisted without the consent of their parents, and the *nature* of the contract was argued and determined.

The decision arose upon an application for a writ of habeas corpus to produce the body of Private Michael J. Conley, United States Army, upon the petition of his mother, Catharine Conley, praying for his discharge on the ground of his minority.

The writ was served on Brevet Major-General Daniel Butterfield, Superintendent-General Recruiting Service for the Army. H. P. Herdman, Esq., appeared as proctor for the petitioner. Second Lieutenant Asa Bird Gardner, Ninth U. S. infantry, for the United States.

The prisoner was brought up from Fort Columbus, Governor's Island, and produced in Court, with the petition of General Butterfield, which set forth the enlistment in due form of Private Conley, at Troy, N. Y., on October 17, 1866, the amount of clothing, subsistence, etc., received by him at their ascertained money value, and the amounts expended for his enlistment as provided by law in the way of premium, medical examination and transportation to the general depot, and enclosed therewith one of the soldier's triplicate enlistment papers.

The Government proved the enlistment of Conley through Brevet Brigadier-General J. M. Robertson, Second artillery, and by the original enlistment paper, in which it appears that Conley made oath to being over eighteen years of age, and further declared himself to be nineteen years and eleven months old.

The attorney for petitioner then offered to prove by Conley's parents and others that he was only sixteen years old, and had enlisted without their consent.

Lieutenant Gardner objected to the introduction of such evidence.

First. That as the Constitution (Article 1, Section 8,) confers upon Congress the power to raise and support armies and to make all laws necessary and proper thereto, it is quite clear that Congress may declare *what* shall constitute a valid contract of enlistment and the form and manner of making it.

Second. Congress have a constitutional power to enlist minors into the Army or Navy without the consent of their parents; vide:

U. S. vs. Bainbridge, 1st Mass. Rep. 71; Case of Emanuel Roberts in 1809, 2d Hall's Law Journal, 192; U. S. vs. Stewart, Crabbe's Rep., 265; Commonwealth vs. Murray, 4th Binney's Rep., 487; Commonwealth vs. Barker, 5th Binney's Rep., 423; State vs. Brearly, 2d Southard's Rep., 562; Ex-parte Brown, 5th Cranch's Circuit Ct. Rep., 554.

Third. Public policy requires that a minor shall be at liberty to enter into a contract to serve the State whenever such contract is not positively forbidden by the State itself; vide:

Commonwealth vs. Gamble in 11 Sergeant and Rawle's Rep., 94, and Enlistment of Alien Minors, 4th Opinions U. S. Attorney-General, 350; 6th Opinions U. S. Attorney-General, 474.

Fourth. That since the passage of the Act of Congress of February 13, 1862 (Chapter 25, Section 2), a minor between the ages of eighteen and twenty-one years may be enlisted without the consent of his parents, and that the oath of enlistment taken by him as to his age was conclusive in evidence and binding upon the Courts.

In re Follis, 19th Legal Int., 276; in re Thirk, 20th Legal Int., 260; 18th Opinions Judge-Advocate-General U. S. A., 293; U. S. vs. Taylor, 20th Legal Int., 284; in re Jordan, 2d American Law Reg. 749.

The Court held that the oath of enlistment taken by the recruit as to his age, under this act, was conclusive and binding, and that the writ must be discharged and the soldier remanded to the custody of his officers.

The decision in this case was looked to with much interest by recruiting officers in the Army and others, as establishing a precedent by which to be governed in similiar cases.

THE REVENUE MARINE ON THE LAKES.

A CORRESPONDENT in Detroit, Michigan, sends us the following particulars relative to the movements of the Revenue Marine service on the lakes:

Our Summer has been marked by no particular event since the Fenian escapade. We have done a fair amount of cruising, and turned up the corners of our station after the manner of revenue cutters generally. Navigation is virtually closed by the laying up of all sailing craft. The *Fessenden* has gone into dock, and is being prepared for a Winter stripping ship, etc.

The *Dix* arrived some two weeks ago from the Sault Ste. Marie, being the last vessel to leave. She has passed an active Summer, and is now stripping. The *Sherman* was here last on the 26th ult., and is now laid up at Cleveland. We are all waiting to hear from Washington, not knowing exactly the intentions of the Department in regard to disposition of officers, etc.

An effort is being made to send Captain J. A. Webster, Jr., to Washington to advocate a new revenue marine pay bill. The movement seems to meet general approbation, and already one-half of the service stands ready to subscribe a fund to defray expenses.

THE Navy Department is in receipt of a despatch from Commander S. P. Carter, of the United States steamer *Monocacy*, announcing the arrival of his vessel, on the 10th ultimo, at Pernambuco, Brazil. Also, from Rear-Admiral Godon, commander of the South Atlantic squadron, dated on board the flagship *Brooklyn*, Rio de Janeiro, Brazil, October 8th. General Asboth had arrived at Rio and proceeded to his post at Buenos Ayres.

THE War Department has published another roll of honor, embracing the names of soldiers who died in defence of the Union, interred in the States of Arkansas, California, Indiana, Michigan, Minnesota and Nevada, and the Territories of Arizona, Colorado, Idaho, New Mexico and Washington. The pamphlet is of 120 pages, and contains about 7,000 names.

NAVY GAZETTE.

REGULAR NAVAL SERVICE.

ORDERED.

DECEMBER 3.—Midshipmen Horatio R. Wilson, John R. Phelan, William Watts and William H. Emory, to the *Iroquois*, on January 1, 1867.

Midshipmen George A. Norris, James E. Morse, George A. Baldy and Frank Courtis, to the *Pawnee*, on January 1, 1867.

DECEMBER 4.—Commander Thomas Pattison, to duty at the Navy-yard, Norfolk, Va.

Midshipman George A. Bicknell, to the *Iroquois*, on January 1, 1867.

DECEMBER 5.—Surgeon James Suddards, to duty as a member of a Board in Philadelphia of which Surgeon Thomas Dillard is President.

Assistant Surgeon Joseph B. Parker, to duty at the Naval Academy.

Assistant Paymaster Henry T. Skelding, to the *Gettysburg*.

DECEMBER 6.—Commander A. W. Weaver, to command the *Tallapoosa*.

Surgeon T. W. Leach, Assistant Surgeon H. N. Beaumont, Acting Boatswain Herman Peters, Sailmaker Isaiah E. Crowell, and Carpenter O. H. Gerry, to the *Iroquois*, on January 1, 1867.

Surgeon William Johnson, Jr., Second Assistant Engineers John F. Bingham, George M. Greene, William H. Mintzer, Boatswain Thomas Smith, Sailmaker B. B. Blydenburg, and Carpenter William F. Leighton, to the *Pawnee*, on January 1, 1867.

Passed Assistant Surgeon E. D. Payne, to duty at the Naval Hospital, Washington, D. C.

First Assistant Engineer William S. Smith, to duty as an Assistant to Chief Engineer Newell, at the Navy-yard, Norfolk, Va.

Second Assistant Engineer H. L. Slosson, to special duty connected with the *Franklin*.

Boatswain Zachariah Whitmarsh, and Carpenter Josiah D. Primer, to the *Peoria*.

DETACHED.

DECEMBER 3.—Commander George U. Morris, from the command of the *Shawmut*, and placed on waiting orders.

Lieutenant-Commander B. J. Cromwell, Lieutenant George W. Coffin, Master William B. Hoff, Passed Assistant Surgeon D. R. Bannan, First Assistant Engineer R. S. Talbot, Second Assistant Engineers J. M. Emanuel, W. J. Montgomery and John Lowe, from the *Shawmut*, and placed on waiting orders.

Lieutenant-Commander Henry Erben, from the Navy-yard, New York, and ordered to command the *Huron*, on January 1, 1867.

DECEMBER 4.—Lieutenant-Commander Milton Haxtun, from duty at the Naval Rendezvous, New York, and ordered to the receiving ship *Vermont*.

Gunner John Gaskins, from ordnance duty at the Navy-yard, Norfolk, Va., and ordered to duty at the Naval Magazine, Norfolk.

Gunner George Sirian, from duty at the Naval Magazine, Norfolk, and ordered to ordnance duty, at the Navy-yard, Norfolk, Va.

DECEMBER 5.—Assistant Surgeon J. S. Ramsey, from duty at the Naval Academy, on the reporting of his relief, and placed on waiting orders.

DECEMBER 6.—Lieutenant-Commander William P. McCann, from the command of the *Tallapoosa*, on the reporting of his relief, and granted leave.

Passed Assistant Surgeon C. H. Giberson, and Second Assistant Engineer H. S Ross, from duty at the Navy-yard, New York, and ordered to the *Peoria*.

First Assistant Engineer John Purdy, Second Assistant Engineers Robert L. Webb and Webster Lane, from special duty at Boston, and ordered to the *Peoria*.

Chief Engineer George S. Bright, from special duty at Philadelphia, and ordered to the *Pawnee*.

Second Assistant Engineer John W. Gardner, from duty at League Island, and ordered to the *Peoria*.

DECEMBER 8.—Second Assistant Engineer Henry F. Bradford, from duty at the Navy-yard, Boston, and ordered to the *Aroostook*.

ORDER REVOKED.

DECEMBER 6.—Surgeon C. J. Cleborne, to the *Iroquois*, and placed on waiting orders.

RESIGNATIONS ACCEPTED.

DECEMBER 5.—Assistant Paymaster Charles A. Cable.
DECEMBER 8.—Midshipman R. Ludlow Fowler, of the Naval Academy.

VOLUNTEER NAVAL SERVICE.

ORDERED.

DECEMBER 4.—Acting Second Assistant Engineer John T. Buckley, to the *Glance*.

DECEMBER 7.—Acting Second Assistant Engineer Marcellus C. Heath, to the *Palos*.

DETACHED.

DECEMBER 3.—Acting Master T. N. Meyer, Acting Ensign Otis A. Thompson, Mates J. S. O'Brien and G. W. Pratt, from the *Shawmut*, and placed on waiting orders.

Acting Assistant Paymaster James C. Graves, from the *Shawmut*, and ordered to settle his accounts.

Acting Ensign J. H. Chapman, from the *Onward*, from September 20, 1866, and granted leave.

DECEMBER 4.—Acting Third Assistant Engineer H. C. Barrows, from the *Snowdrop*, and ordered to the *Aroostook*.

Acting Third Assistant Engineer John H. Hutton, from the *Glance*, and ordered to the *Aroostook*.

DECEMBER 7.—Mate James Oliver, from the *Bienville*, and placed on waiting orders.

Acting Second Assistant Engineer H. F. Hayden, from the *Don*, and ordered to the *Massachusetts*.

Acting Second Assistant Engineer R. K. Morrison, from the *Palos*, and ordered to the *Don*.

Acting Third Assistant Engineer William J. Faul, from the *Unadilla*, and ordered to the *Maria*.

Acting Third Assistant Engineer Thomas Clarke, from the *Maria*, and ordered to the *Unadilla*.

RESIGNATIONS ACCEPTED.

DECEMBER 3.—Acting Ensign Samuel L. Griffin, of the *Onward*.
DECEMBER 8.—Acting Passed Assistant Surgeon John E. Parsons, *Penobscot*.

APPOINTMENT REVOKED.

DECEMBER 6.—Acting Ensign Henry Clay Leslie.

MISCELLANEOUS.

DECEMBER 3.—The order of April 13, 1866, dismissing Acting Assistant Paymaster Joseph S. Harvey, is revoked, and his resignation accepted from that date.

LIST OF VOLUNTEER NAVAL OFFICERS

Who have been honorably discharged from the service of the United States since last report:

Acting Master Oliver Colburn, December 4th.
Mate W. F. Warnick, December 6th.
Acting Chief Engineers Alex. McCausland and John Germain, December 2d.
Acting First Assistant Engineer William H. Golden, December 2d.
Acting Third Assistant Engineers John O'Neil, John Hyslop and Martin Glennon, December 2d.

MARINE CORPS.

CHANGES DURING THE MONTH OF NOVEMBER, 1866.

Major George R. Graham.—Sick from 22d inst.

Captain James Lewis.—On leave of absence from Philadelphia, Pa., from 10th inst. to the 1st proximo.

Captain John H. Higbee.—Detached from the Brooklyn, N. Y., station 30th inst., and ordered to take charge of the Marine Recruiting Rendezvous.

Captain R. W. Huntington.—Absent with leave for thirty days from Portsmouth, N. H., from 5th inst.

First Lieutenant Henry J. Bishop.—Detached from Portsmouth, N. H., 5th inst, and ordered to the steamer *Susquehanna* at Brooklyn, N. Y., as the commanding marine officer.

Second Lieutenant William S. Muse.—Joined at Headquarters, Washington, for duty 23d inst.

Second Lieutenant Israel H. Washburn.—Detached from steamer *Rhode Island* 22d. Joined at Portsmouth, N. H., for duty 28th inst.

Second Lieutenant D P. Mannix.—On the 23d inst obtained leave of absence for thirty days from December 1st proximo.

Second Lieutenant Aulick Palmer.—Absent with leave from Brooklyn, N. Y., station.

Captain A. A. Brevoort.—Died 26th inst. at Brooklyn, N. Y., at 6½ o'clock P. M.

MILITIA DEPARTMENT.

NATIONAL GUARD CAVALRY.

To the Editor of the Army and Navy Journal:

SIR:—I saw in your issue of December 1, a commmunication from Sabertasche, in which he makes some not very flattering remarks as to appearance and efficiency of the N. Y. Cavalry, and offers some suggestions to those concerned, in the way of reconstruction. Being a member of the Third regiment I must acknowledge that I felt rather hurt while perusing his remarks, but on cooling off I feel inclined to overlook the tone—seeing his intention—and would be most happy to see his suggestions carried into effect, so far as regards the interest taken in their regiments by our officers, and the choice of a more tasty uniform, and a *little* more attention to drill; with which, I have no doubt, in a short time our appearance would be unexceptionable, even without the horsemanship acquired by graduation under "our Murat," though many of our boys have their diplomas, and being with them from the front a decided dislike to foot service while horses are procurable; a feeling, I assure you, which is shared by their comrades who have not seen service in the tented field.

Let me add a suggestion, which I suppose the tender feelings of Sabertasche would not allow him to make, viz: The practice of a little care in the choice of men and animals, the lack of which often spoils the whole appearance of a troop of good-looking fellows like myself—I hold the best of feminine affidavits in support of the foregoing—by allowing the appearance in our midst of a figure which out-Falstaff's Falstaff, mounted on a tender shoot that Sanco Panza, Esq., would have turned from with disdain. Just imagine the confusion that is likely to be created, even in the ranks of the best-regulated company, by the wallowing of such a mass, and the dire mishaps to the men of smaller metal in cases of collision, and you will have one of the many slight drawbacks which ambitious N. Y. cavalrymen have to contend with, to say nothing of the merciless criticism which they are sure to draw on their devoted heads. You must not infer from this that we are touchy. Oh, no!

I do not scruple to engage your attention in this manner, feeling assured, with the majority of our fellows, that you take an interest in our welfare; at the same time I am sure there are many "of those concerned" who would like to haul me over the coals for admitting that there is the smallest track of ground for the remarks of Sabertasshe.

NEW YORK, December 6, 1866. N. G.

MILITIA ITEMS.

FIRST BRIGADE.—As we announced last week, an election to fill the vacancy caused by the retirement of Brigadier-General Spicer, formerly of this brigade, will take place at the Armory of the Twelfth Regiment on the 17th inst. It is rumored that the Seventy-seventh and Ninety-ninth regiments are to be consolidated before the election, although we have no positive information on this subject. This rumor is doubtless but a foreshadowing of what is to happen, and we hope the order will reach this city before the 17th, as it is not just that regiments which turn out for parade less than two hundred men should have an equal voice in selecting a General of Brigade with those who parade twice that number. The feeble light of the Seventy-third appears to be almost, if not entirely, extinguished, but as there are no field officers to the Seventy-third, there will be no vote from that regiment. According to the provisions of the Code, the Seventy-seventh and Ninety-ninth regiments are not entitled to be called regiments, for they have not the strength of even a four, much less eight, company battalion. Section 30 of the Code provides that "whenever any regimental organization shall fall below the number of eight battalion companies, or an aggregate force of five hundred and twelve non-commissioned officers and privates, such regiment shall thereupon be designated as a battalion, but shall retain its regimental number." Why then are these battalions called regiments?

But there is another and more pressing reason for the immediate consolidation of these regiments, and that is because an effort is being made to re-elect General Spicer; the field officers of the Second, Seventy-seventh and Ninety-ninth regiments being relied upon to do this work. Colonel Reid of the Second, however, is a veteran, and has some idea of what a general officer should be, and we do not believe that he will lend himself to any such scheme. Governor Fenton deserves well of the National Guard for placing on the retired list those general officers who belonged to the "training day" times; and he should be made to understand that the members of the National Guard approve and appreciate his action. General Spicer was not a very shining light, even in the days to which he belonged, and is far behind the present times. It is said that he proposes to resign immediately after re-election, but it is not right that he should have an opportunity to do this; nor will he, if the skeleton regiments are consolidated in due time. The Governor has placed the general on the shelf, where we hope he will remain.

However, the indications are that Colonel Ward will be elected to command the First brigade, and the selection will be a good one. Colonel Ward is the senior officer of the brigade, and as he is competent to fill the position of brigadier-general, he has, certainly, many more claims for the position than one who did not learn the duties of his office after an experience of over fifteen years.

Other good officers have been mentioned in this connection, but we see no need of going out of a brigade for a commanding officer if a competent one can be found within it.

The following is a brief summary of Colonel Ward's military history: He entered the Twelfth regiment as a private in Company H, Captain Waterbury, in March, 1854, and rose successively to be corporal, sergeant, second and first lieutenant. He was appointed adjutant by Colonel French and re-appointed by Colonel Cocks, holding the position at the disbandment of the regiment in 1859. He raised a company (F) when the regiment was reorganized in 1860, and was elected its captain. He was also elected major and lieutenant-colonel the same year. Previous to the breaking out of the war, and in anticipation of it, on his own responsibility, he contracted for uniforms and equipments for the regiment, which, however, had to be forwarded to them at Washington. He was reimbursed for the money thus expended by the Union Defence Committee and the State authorities. The regiment was in the service in 1861 three months and twenty days, a part of that time being with Patterson in the Valley. Colonel Ward was elected to his present position October 25, 1861. He was mustered into the United States service with his regiment in 1862, and was stationed at Fort McHenry and Harper's Ferry, where with his command he was taken prisoner. The Colonel also commanded the Twelfth in a subsequent campaign in Pennsylvania, and during the draft riots in New York. Although we differ with the colonel as to the merits of Morris' tactics, it must be remembered that the present numbers and equipment of the Twelfth are mainly due to his efforts.

If the First brigade sees fit to make itself ridiculous by re-electing General Spicer, it must expect to be laughed at.

NINETY-SIXTH REGIMENT.—Colonel J. D. Krehbiel, commanding this regiment, has issued the following order: "The right wing of this regiment, consisting of Companies A, C, H, B and D, will assemble at the State Arsenal, corner of Seventh avenue and Thirty-fifth street, on Friday, December 7, 1866, at 8 o'clock P. M., for drill and instruction, under the command of Lieutenant-Colonel E. O. Bernet. Muskets will be furnished at the arsenal. The left wing, consisting of Companies I, E, K, G and F, will assemble for the same purpose, and at the same hour and place, on Friday, December 14, 1866, under the command of Major A. Steinway. The uniformed and equipped members of Company G will assemble with the companies of the left wing. John H. Witten, formerly sergeant of Company K, and Private Carl Werbstein, of Company H, are announced as deserters, having left the district with property belonging to the State of New York in their possession. They are both liable to be arrested on their return to New York. Captain J. M. C. Frolich, formerly the Quartermaster, and until recently the Engineer of this regiment, has been appointed and commissioned by the Governor, on October 29, 1866, as Paymaster on the staff of Brigadier-General L. Burger, commanding Second brigade N. G. On publishing this fact to the regiment, the Colonel takes occasion to testify with pleasure to the efficiency, reliability, and to the great sacrifices in labor and time, which Captain Frolich was never slow to show, and cheerfully to make, whenever the interest of the regiment demanded his attention to its affairs, from the first days of this organization to the moment when he left it to assume his present honorable position."

SEVENTH REGIMENT.—The third promenade concert of this regiment came off on last Saturday evening, and was well attended in spite of the threatening appearance of the weather. The music being under the leadership of Grafulla, it is almost needless to say that it was excellent. The programme of the evening, which we append, is such as to convince those who did not attend that they lost a treat and to insure their presence at the next concert, which will take place on Saturday evening, December 22. The following are the selections performed on the evening of the 3d inst.:

"Quickstep—"Colonel Clark," Grafulla; Song—"Take me to thy heart again," Balfe; Overture—"Semiramide," Rossini; Valse—"First Flirtation," Strauss; Selections—"Ernani," Verdi; Polka—"Silesia." Faust; Deux Temps—"Homage to London," Kühner; Ballad—"Let me dream my life away," Millard; Romanza—"Deserto in Terra," Donizetti; Valse—"Last Flirtation," Strauss; Galop—"Der Sturmvogel," Faust; Quickstep—"Medley," Grafulla.

LINDSAY BLUES.—This organization will give their annual ball this year on the evening of December 19th. The Lindsay Blues were organized October 25, 1851, and are well known to the citizens of New York and Brooklyn, and forty out of the fifty odd active members of the company have been in the Volunteer service. E. T. Roberts, Esq., the present president of this association, was in the service almost constantly from April, 1861, to March, 1866, and was the person who arrested Dr. Mudd last year, when he attempted to escape on the steamer *General Scott*.

SKELETON DRILLS.—The following is an extract from a letter written to us on this subject: "In complying with sections 535 and 536 of the Regulations, the introduction of skeleton drills would have a very beneficial effect. With attentive and intelligent non-commissioned officers, and the use of the ropes, battalion evolutions can not only be well performed, but the non-commissioned officers can, without hurry and confusion, coolly investigate and consider every movement, and become perfectly posted, so that when men are substituted for the ropes the 'main wheels' will work smoothly. On this subject the writer would like to make some suggestions which have occurred to him. In the meantime, to put the thing in a good humor, he asks permission to relate a little

episode. A friend and himself were discussing this subject while a servant from the 'Green Isle' was engaged in the room. Soon after the friend's wife came in and informed us that Ellen was going to leave. 'Why?' asked the husband. 'She says,' replied the wife, 'that you are drilling *men* all the time, and now you are going to drill *skeletons*, and she can't stay.'"

NINTH REGIMENT.—Company F, Thirty-seventh regiment N. G., S. N. Y., having been, by Special Orders No. 353, Adjutant-General's Office, Albany, transferred to this command, will hereafter be known as Company K, Ninth regiment. The commissioned officers of this regiment will assemble at the regimental armory, in fatigue uniform, Saturday, December 15th, and Saturday, December 29th, at 8 o'clock P. M., for theoretical and practical instruction. The non-commissioned officers will assemble at the same place and hour, in fatigue uniform, for the same object, Saturday, December 22, and Saturday, January 5, 1867. Field officers and Adjutant will report at these last-named drills. Drills of this regiment, by division, will be held as follows, at Regimental Armory, viz.:

Companies B and C, Monday, January 7th, and January 21st, at 8 o'clock, P. M.; Companies F and G, Tuesday, Jan. 15th, and January 22d, at 8 o'clock, P. M.; Companies I and K, Wednesday, January 9th, and January 23d, at 8 o'clock, P. M.; Companies A and D, Thursday, January 10th, and Jan. 24th, at 8 o'clock, P. M.; Companies E and H, Friday, Jan. 11th, and January 25th, at 8 o'clock, P. M.

Drills by battalion will be held at State Arsenal, 7th Avenue, as follows, viz: Right wing, Tuesday, February 5th; Left wing, Tuesday, February 12th. Roll call of companies, 7½ P. M. Line will be formed at 8 o'clock precisely. Members reporting for duty after equalization of companies by the Adjutant, will be returned by their commandants as absent from parade. Field and staff, non-commissioned staff and drum corps, will report for duty at battalion drills. Commandants of companies will hereafter render their parade returns immediately after each parade, and they will also send to headquarters on the first of each month a morning report of their respective companies. No member living out of the district, and absent from any parade, will be excused for such reason, unless regularly furloughed; and no furlough will hereafter be granted to cover any one specific parade.

Expulsions.—David Myers, Company D, for conduct unbecoming a soldier and gentleman; Charles S. Casilear, Company A, for non-attention to duty; Edward Seger, Company A, for non-attention to duty.

Reduction to Ranks.—Sergeant Charles B. Nicholson, Company, B, for violating company by-laws and general neglect of duty.

These expulsions and reduction have been approved and confirmed by the commandant. Field officers, commandants of companies, and the Adjutant, are required to conform strictly to paragraphs 50 and 53, Article Second, volume 1, Casey's Tactics. Commandants of companies who have not yet complied with Paragraph No. 129, of the Militia Laws of the State, are required to do so immediately. Any officer of this regiment who feels that he will be unable to execute the duties required of him, is requested to report to regimental headquarters.

SEVENTY-FIRST NATIONAL GUARD CONCERT.—The concert of the new band of this regiment, under the direction of Mr. D. L. Downing, will take place on Friday evening next, at Steinway Hall. From the efforts made by those having the matter in hand we think it safe to predict a gratifying success. Members of the regiment assert that their band is unsurpassed, and they will try to have the fact established on Friday next. Madame Varian Hoffman and Mr. J. R. Thomas have been secured, and will add materially to the entertainment.

FIFTH REGIMENT.—Company A, of this regiment, Captain John A. Meyer commanding, gave its Thirty-first annual ball at the Germania Assembly Rooms, on Wednesday evening, the 12th instant. The arrangements and the decorations of the room, which were both skilfull and tasty, produced a most pleasing effect. The ball opened shortly after eight o'clock, and was an entire success, Captain Meyer and the committee showing considerable skill in its management. General Louis Burger, commanding Second brigade, and staff, were present. The other organizations of the National Guard were well represented. The ball was very enjoyable, and well worthy of the company and its guests.

EIGHTH REGIMENT.—It is generally understood that Lieutenant-Colonel Wentworth, of this regiment, will, if elected, take the position of Brigade-Inspector of the staff of Brigadier-General J. M. Varian, of the Third Brigade, which would leave two vacancies in the field of this regiment. The chief point of interest, however, in the affairs of this regiment is the choice of General Varian's successor. Lieutenant-Colonel Wentworth and Major Carr are both spoken of for the position, although the present indications are that if a suitable outsider were placed in nomination he would be elected. But then competent Colonels never were as thick as blackberries, and are particularly scarce at the present time. The time for the election, however, has not as yet been set, and at present it is very difficult to predict who is the coming man. Although the question as to who is to be Colonel will be for some time undecided, it seems to be generally understood that a troop of this regiment is to be detached, and a tenth company of infantry substituted in its place. We think that such an arrangement will be better for all concerned. General Postley wants all the good cavalry of the division, and good infantry regiments like the Eighth, should be recruited to a maximum standard. Infantry, Cavalry, and Artillery are important constituents of the military establishment of the State, but each arm of the service should be kept separate, being united only for purposes of review and parade, or when called into active service.

Since writing the above, we have received the following order of General Varian:

Pursuant to the laws governing the Militia of this State, an election is hereby ordered to be held on the 27th day of Dec., 1866, at the Armory of the Eighth Regiment, in this city, at 7½ o'clock, P. M., to fill the office of Colonel in the Eighth regiment, Third Brigade, and First Division of the National Guard, State of New York, which has become vacant by the promotion of Colonel J. M. Varian, and to fill such other vacancies as may occur.

NATIONAL GUARD EXEMPTION.—It is highly important that the members of the National Guard should make an effort this Winter to have that clause of the Code revived which exempted them from jury duty while actually doing duty and after having been discharged by reason of the expiration of their term of service. Since the revival of the clause authorizing imprisonment for the non-payment of fines delinquents have as a general thing been compelled to pay or go to prison. Now, it is highly proper that those who will not attend drills and parades should be compelled to suffer for it, but it is at the same time just that some privilege should be granted to those who attend to their duties.

As the law stands at present, the members of the National Guard are only exempt from jury duty, while they are active members, this privilege ceasing when they are discharged. If, however, it be enacted that a National Guardsman, who has been honorably discharged by reason of the expiration of his term of service, shall ever thereafter be exempt from serving on a jury—as was formerly the case—an expulsion from a company will be a much more serious affair than it is at present.

Among the New York members of Assembly elect, who will take their seats in January next, are Alfred Wagstaff, Jr., Colonel of the Sixteenth regiment; Leander Buck, late Major of the Eighth regiment, and John Oakey, a prominent member of the Seventh regiment. Colonel Wagstaff was elected in place of General Udall, who was formerly Chairman of the Assembly Committee on the Militia, and it is highly probable that the colonel, or some of the gentlemen we have named, will have a prominent place on this committee, and we call upon them in behalf of the National Guard to use their influence to have this exemption clause revived. It will need but one determined effort on the part of all interested to secure the success of this project.

THIRTEENTH REGIMENT.—Chaplain Edward Taylor, of this regiment, delivered his secend annual sermon before this regiment at the Second Congregational Church, Brooklyn, on last Sunday evening. The regiment formed at their Armory—some 250 strong—and marched thence to the church, Brevet Major-General Jourdan commanding. Chaplain Taylor took his text from the first chapter of Joshua, at the seventh verse, which reads: "Only be thou strong and very courageous, that thou mayest observe to do according to all the law which Moses my servant commanded thee; turn not from it to the right hand or to the left, that thou mayest prosper whithersoever thou goest." In opening his discourse Dr. Taylor spoke in a complimentary manner of Colonel Woodward, the former, and General Jourdan, the present commander of the regiment. In explaining his text the chaplain spoke of independence, and in what it did and did not consist. In closing his discourse, he spoke of the dead of the regiment within the past year, viz.:

"Private F. Rosell, Company H, last spring, aged 21 years; Private M. S. Edwards, Company D, joined in July, 1864; died last July, leaving a wife and two children. Private Joseph C. Smith, aged 21 years; joined November, 1865, and shot himself on the 27th of March last, after having been robbed of a few hundred dollars—which he had amassed while in the service—by a scoundrel who met him coming home. He had served until the close of the war. Corporal Benedict, Company A, joined January 14, 1862; served in Virginia, and with Sherman in Tennessee. He died in May last, of hereditary consumption, out in Minnesota—whither he had repaired in the vain hope of recovering his health—and left a wife with three or four children.

The discourse was worthy of a more extended notice than our space will allow us to give it.

PRESENTATIONS AND TESTIMONIALS.—We have recently seen and heard of quite a number of subscription papers which are being circulated among the different regiments of the First division for the purpose of making presentations to officers, etc.

Now, while we believe the officers who are named as the intended recipients of these favors are entirely worthy of any respect or honor which can be showed them, we must enter our protest against the manner in which these affairs are gotten up, especially, as in the present case, the getting up of these testimonials savors very much of individual speculation, if not for pecuniary profit, at least for personal favor and influence. Owing to our personal regard for the officers to whom the presentations are to be made, we are compelled to speak thus obscurely, although we cannot be silent when we see an outsider quietly manipulating the National Guard for his personal aggrandizement.

The remedy for this is for the officers not to be driven to put their names on every paper which is presented to them before consulting with their brother officers, as we happen to know of quite a number who consider this matter in the same light as ourselves and yet who subscribed either because they felt compelled to or because they did not wish to be called mean. If a few of our prominent officers would set their faces against such presentations, gotten up by persons not connected with the National Guard, the mutual admiration society would soon die a natural death.

LIGHT GUARD.—This company will parade on Monday, December 17, 1866, for the purpose of formally inaugurating its new armory, Nos. 239 and 241 Fourth avenue.

Members are ordered to assemble on the afternoon of the 17th inst., at 2½ o'clock, in Light Guard Winter uniform, viz.: Blue pants, white stripe, overcoat, and black belts, bear skin cap, L. G. knapsack and white gloves. The band will report at the proper time. The company will leave the armory *promptly* at 3 o'clock. The passed and privileged members of the company are invited to parade on this occasion. The armory will be open every evening, to afford ample opportunity for all to equip themselves.

After the parade the company propose to give a collation at their rooms.

INSPECTOR OF THE THIRD BRIGADE.—We publish elsewhere a copy of Special Orders No. 36, from General Headquarters State of New York, calling for an election to fill the vacancy in the position of Inspector of this brigade, caused by the resignation of Major J. Groshon Herriot. Major Herriot was a good officer, and his inspections last Fall were more thorough than those of any other Inspector of the division. Although the Major has resigned we hope we shall not miss his smiling face—at least among the spectators—whenever the Third Brigade parades. General Varian has nominated Lieutenant-Colonel C. F. Wentworth, of the Eighth regiment, for Brigade Inspector, which he will undoubtedly get.

NEW YORK SOLDIERS' BOUNTY.—By the official report of General Charles W. Darling, transmitted, December 1, to Governor Fenton, it appears that upward of eight thousand New York soldiers, or their heirs, have, since August 15, communicated with his office in Broadway, either personally or by letter, on business relating to the additional bounty under act of Congress approved July 28, 1866.

FOURTH REGIMENT.—We understand that evenings' entertainment, of a social character, is on foot in one of the companies of this regiment, of which, however, we will be able to speak more particularly next week.

SEVENTY-FIRST REGIMENT.—Company I, of this regiment, intend to give an invitation hop, at the Everett Rooms, on Tuesday evening, January 8, 1867.

THE BOARD FOR THE EXAMINATION OF BREECH-LOADERS.

GENERAL HEADQUARTERS, STATE OF NEW YORK
ADJUTANT-GENERAL'S OFFICE,
ALBANY, NOV. 29, 1866.

Special Orders No. 361.

The Board of officers organized by Special Orders No. 322, current series, to examine and test the inventions and improvements in breech-loading military small-arms, of which Brigadier-General William Irvine, Adjutant-General, is President, is hereby ordered to convene at the State Arsenal, corner of Thirty-fifth street and Seventh Avenue, New York City, on the 18th day of December next (1866).

By order of the Commander-in-Chief,
Signed, J. B. STONEHOUSE, Asst. Adjutant-Gen.
Official: C. W. BENTLEY, Acting Asst. Adjutant-General.

ELECTION FOR INSPECTOR OF THE THIRD BRIGADE.

GENERAL HEADQUARTERS, STATE OF NEW YORK,
ADJUTANT-GENERAL'S OFFICE, ALBANY, Dec. 5, 1866.

Special Orders No. 367.

An election for brigade major and inspector of the Third brigade National Guard State of New York to fill the vacancy occasioned by the resignation and discharge of Major J. Goshen Heriot, is hereby ordered to be held at the armory of the Seventh regiment, over Tompkins Market, in the City of New York, on the 22d day of December inst., at 4 o'clock P. M

Brigadier-General J. M. Varian, commanding Third brigade, will cause the proper notices of such election to be served, and will preside thereat.

By order of the Commander-in-Chief.
(Signed) WM. IRVINE, Adjutant-General.
Official: C. W. BENTLEY, Acting Assistant Adjutant-General.

CHANGES IN THE NATIONAL GUARD, S. N. Y.

HEADQUARTERS, STATE OF NEW YORK, ADJUTANT-GENERAL'S OFFICE, ALBANY, December 8, 1866.

The following officers have been commissioned by the Commander-in-Chief in the National Guard, State of New York, during the week ending December 8, 1866:

TWELFTH REGIMENT OF INFANTRY.

Charles J. McGowan, first lieutenant, November 13th, vice J. W. Gedney.

James McCord, second lieutenant, November 13th, vice McGowan, promoted.

FOURTEENTH REGIMENT OF INFANTRY.

Charles Schurz, captain, November 13th, vice A. G. A. Harrick, removed from district.

NINETEENTH REGIMENT OF INFANTRY.

James H. Anderson, adjutant, July 9th, new appointment.
George H. Wood, quartermaster, July 9th, new appointment.
John Brown, chaplain, July 9th, new appointment.
George C. Spencer, engineer, July 9th, new appointment.

THIRTEENTH REGIMENT OF INFANTRY.

James W. Robertson, captain, September 3d, vice H. Reid, removed.

William P. Fisher, first lieutenant, September 3d, vice J. W. Robertson, promoted.

George H. Wells, second lieutenant, September 3d, vice W. P. Fisher, promoted.

William C. McLeon, second lieutenant, November 24th, vice George Walls, removed from district.

NINETY-SIXTH REGIMENT OF INFANTRY.

Jacob Stahl, first lieutenant, November 21st, vice Wm. Bichstein, resigned.

Charles Pfuller, second lieutenant, November 21st, vice J. Stahl, promoted.

Edward E. Unkart, engineer, October 29th, vice J. M. C. Froelick, promoted.

The following resignations of officers in the National Guard, State of New York, have been accepted by the Commander-in-Chief during the week ending December 8, 1866:

December 8th, Second Infantry, Richard Campbell, engineer, ill health.

December 8th, Second Infantry, Isaac F. Sharp, second lieutenant, physical disability.

A MODEL PAPER.—The *Watchman & Reflector*, of Boston, has an enviable reputation for ability and enterprise. It has not been surpassed in merit by any religious journal in the country. But it aspires to higher excellence, and proposes to become, with the opening of the New Year, one of the most comprehensive family papers in the world. It will be greatly enlarged, and published on a double sheet: one sheet devoted, as hitherto, to religious matter; the other to literary, social, monetary and agricultural articles. This latter department will be new and peculiar, with a rich variety of contents, embracing articles on current moral, social and political questions; on the leading men of the age in thought and action; reviews of important books; tales for the family circle; agricultural and gardening matters for farmers; and monetary articles and reports of the markets for business men.

No journal in the world certainly has a more comprehensive plan to meet the wants of all families, and of all the members in a family; and as the editorial staff will consist of nine men, all able and experienced in the several departments, who will be assisted by thirty contributors, many of them having a national reputation, the *Watchman & Reflector* must become a model family paper, unequalled in merit and in circulation. Its enterprising conductors deserve the largest success. We refer our readers to advertisement in another column.

MARRIED.

[Announcements of Marriages should be paid for at the rate of *fifty cents* each.]

LORD—TURNER—At San Francisco, Cal., October 17th, at the Presidio Chapel, by Army Chaplain Rev. Daniel Kendig, Brevet Major J. H. LORD, U. S. A., to NELLIE F. A. TURNER. No cards.

BURBANK—HUBBARD—At Philadelphia, Pa., on Tuesday, December 11th, by the Rev. Mr. Conklin, Lieutenant J. S. BURBANK, Third U. S. Artillery, to EMMA D., daughter of R. S. Hubbard, Esq., of Philadelphia. No cards.

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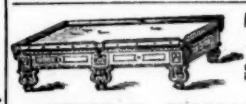
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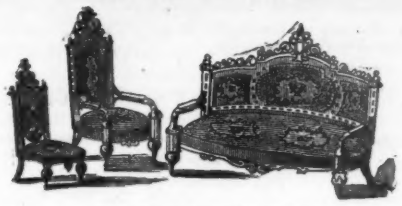
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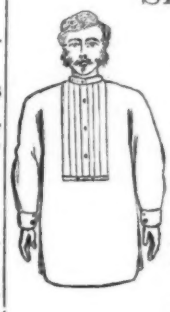
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These Instruments having been before the public for the past thirty years, have, upon their excellence alone, attained an UNPURCHASED PRE-EMINENCE that pronounces them unequalled. Their

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All our Square Pianos have our new improved Grand Scale and the Agraffe Treble.

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These valuable Wines, which are gaining public favor with astonishing rapidity, and whose unprecedented and unrivalled popularity is not without merit. They have only to be fairly tested to give them the preference over all others. As a purifier of the blood they excel all other Wines, and the numerous certificates which have voluntarily been tendered from the most eminent physicians, as well as gentlemen in every position in life, are proof conclusive that these Wines are useful in all cases for which they are recommended.

The following brands are now offered by us. They comprise all the varieties now grown in the state suitable for sale:

WHITE, or HOCK WINE—Of a light straw color, very delicate and fine flavored.

CLARET—A superior wine for table use.

ANGELICA—A rich and naturally sweet wine, much admired by ladies, and valuable in the sick chamber, as it makes fine wheys and jellies. It is a fine dessert wine, and well adapted for Communion purposes.

MUSCATEL—A light colored, highly aromatic wine. Very similar to the celebrated Tokay.

PORT—Deep red color, fine flavor, and in many respects similar to the old wines of Lisbon.

GRAPE BRANDY—The pure distillation of our wines.

WINE BITTERS—A very agreeable tonic and a sure remedy for the diarrhœa.

This is one of the most valuable combinations of a useful and an agreeable beverage that has ever been offered to the public. Millions of bottles were sold throughout the North during the last four years, and wherever introduced it has proved a welcome addition to the invalid table, the family circle and the bachelor's sideboard.

Ladies who have lost strength and appetite, and suffer from nausea, vomiting and vertigo; gentlemen who "don't feel very well" just before breakfast or dinner, whose stomachs are out of order, and whose systems are generally deranged; mothers weaning children, and suffering from general debility; children of sickly natures and sour, dyspeptic constitutions; travellers who have occasion to change their water, and all who live in malarious districts, and are subject to miasmatic influences, will find it one of the most valuable invigorators that can be taken.

It was used very extensively in 1861, with such general satisfaction that in offering it to the public now we deem it unnecessary to publish any of the many certificates which we have received, testifying in the very strongest terms in its favor. All that we can say is to guarantee that we will pledge ourselves to furnish an article PURE AND UNADULTERATED.

It has been given to little children suffering from weakness and weak lungs with most happy effect. One little girl in particular, with pains in her head, loss of appetite and daily wasting consumption, on whom all medical skill had been exhausted, has been entirely restored. She began with but a teaspoonful a day. Her appetite and strength rapidly increased, and she is now well.

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	Per Bottle.	Per Doz.
HOCK	$1 00	$9 00
WINE BITTERS	1 25	12 00
CLARET	1 00	9 00
PORT	1 25	12 00
ANGELICA	1 25	12 00
MUSCATEL	1 25	12 00
BRANDY	2 00	20 00

We will send any quantity, from one bottle and upward, to any part of New York City, Jersey City, or Brookly, FREE OF CHARGE.

INFORMATION WANTED OF THE CREW of the second cutter that accompanied Lieutenant Cushing to blow up the ram *Albemarle*. They can learn something to their interest by addressing WILSON D. BURLINGAME, Cumberland Hill, R. I.

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"SEVEN SHOOTERS."

The Spencer Repeating Rifle Company, of Boston, are now prepared to fill orders for

Army and Navy Rifle, Barrel 30 in. Calibre, 50-100, with or without Bayonet.

Cavalry Carbine, Barrel 20 in. Calibre 50-100.

Sporting Rifle, Barrel 26, 28 or 30 in. Calibre, 44-100, very superior finish.

The Spencer Arms have been adopted by the United States Government for the Army, Navy, and Treasury Marine; by the State of Massachusetts, and by various Foreign Governments; and have received the highest commendations from officers and men of all grades, and in every service. The United States Army alone have received over 110,000 of them.

The Sporting Rifle stands equally well with Sportsmen.

These Rifles can be obtained of most of the principal dealers.

Pamphlets giving further information will be sent by mail on application.

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STEINWAY & SONS'

GRAND, SQUARE AND UPRIGHT

PIANO-FORTES,

Have taken Thirty-five First Premiums, at the Principal Fairs held in this country within the last ten years, and also were awarded a First Prize Medal at the Great International Exhibition in London, 1862, in competition with 269 Pianos from all parts of the World.

That the great superiority of these instruments is now universally conceded is proven by the *fact* that Messrs. Steinways' "scales, improvements and peculiarities of construction" have been copied by the great majority of the manufacturers of both hemispheres (*as closely as could be done without infringement of patent rights*), and that their instruments are used by the most eminent pianists of Europe and America, who prefer them for their own public and private use whenever accessible.

Every Piano is constructed with their "Patent Agraffe Arrangement" *applied directly to the full Iron Frame.*

STEINWAY & SONS direct special attention to their newly invented "UPRIGHT" Pianos, with their "*Patent Resonator*" and *double* Iron Frame, patented June 5, 1866. This invention consists in providing the instrument (in addition to the iron frame in *front* of the soundboard) with an iron brace frame in the *rear* of it, both frames being cast in *one piece*, thereby imparting a solidity of construction and capacity of standing in tune never before attained in that class of instruments.

The soundboard is supported between the two frames by an apparatus regulating its tension, so that the greatest possible degree of sound-producing capacity is obtained and regulated to the nicest desirable point.

The great volume and exquisite quality of tone, as well as elasticity and promptness of action, of these new Upright Pianos have elicited the unqualified admiration of the musical profession and all who have heard them.

STEINWAY & SONS confidently offer these beautiful instruments to the public and invite every lover of music to call and examine them.

Letter from the Celebrated European Pianist,
ALEXANDER DREYSCHOCK,
Court Pianist to the Emperor of Russia.

ST. PETERSBURG, Sept. 29, 1865.

MESSRS. STEINWAY & SONS:—I cannot refrain from expressing to you my undisguised admiration of your *in every respect matchless* Grand Pianos (which I used at my last concert in Brunswick), and I desire nothing in the world so much as to be able to perform upon one of these masterpieces here. Send me, therefore (care of Johann David Hoerle & Co., in St. Petersburg), one of your Concert Grand Pianos—of course at most moderate artist's price—and inform me, without delay, in which manner I can best remit the purchase money to you.

Respectfully yours,
ALEXANDER DREYSCHOCK.

Letter from WILLIE PAPE,
Court Pianist to the Royal Family of England.

LONDON, England, Feb. 4, 1866.

MESSRS. STEINWAY & SONS:—I am much pleased to see the rapid advances you are making, and the numerous certificates you have so deservedly obtained. Should my humble opinion be of any weight, you may add that I give my *four-hundredth* Piano-forte recital, at Cheltenham, on the 10th of this month, since my arrival here; that during my four annual visits to Paris, I have used the Grand Pianos of all the first European manufacturers, but have found NO INSTRUMENT EQUAL TO THE ONE I PURCHASED OF YOU. In fact, I consider one of your finest Square Pianos equal to any one of the Grand Pianos manufactured here.

Truly yours,
WILLIE B. PAPE,
Pianist to H. R. H. the Princess of Wales.

STEINWAY & SONS' PIANOS are the only American instruments exported to Europe in large numbers and actually used by the great pianists in European Concert Rooms.

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LEVETT'S AROMATIC SWIETENIA is the best preparation for preserving the teeth and gums known. It has received the most lavish encomiums of all that have used it, and is the only dentifrice before the public that is indorsed by the most scientific men in the profession. The great advantage Swietenia possesses over other preparations for the teeth is that it is warranted not to injure, but on the contrary to preserve the enamel, and prevent the teeth from decaying. It keeps the teeth in a healthy state, and gives to them brilliancy and lustre; to the gums firmness; to the mouth a delightful taste, and to the breath a fragrance that nothing else will. For those who suffer from a disagreeable taste in the mouth on rising in the morning, nothing will so soon remove it, and leave a fresh and pleasant taste. Swietenia is prepared by Dr. M. LEVETT, a Dentist of over thirty years' practice in New York.

From Simeon Draper, Esq.

"I have been using LEVETT'S SWIETENIA for the last month, and deem it a capital dentifrice for daily use."
SIMEON DRAPER.

From Mr. De Cordova, the Lecturer.

"Having used SWIETENIA regularly during the last two months, I have every reason to be satisfied with it, it being a delightful and most efficacious dentifrice."
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ARCANA WATCHES.—These Watches are perfect *fac-similes* of 18 karat gold watches; are *warranted* good time keepers, and never *to tarnish*. All sizes, from $25 to $35 each. They cannot be distinguished from gold watches costing $100 and upwards. ARCANA WATCH CO., No. 62 Fulton-st.

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Above we present an exact drawing, one-fourth size, of the NEW REGULATION CAP. Those officers requiring the New Cap will see by the following letters that in ordering from us they can depend upon receiving an article made exactly according to orders.

"NAVY DEPARTMENT, WASHINGTON, 26th October, 1866.

"MESSRS. BENT & BUSH:—The sample Cap ordered of you has received the *approval of the Department*, and has been used as a *model for the drawings* to accompany the new uniform regulations. Embroidering the device directly upon the Cap gives it a much neater appearance than when worked upon a separate piece of cloth and sewed on.

Very respectfully,
(Signed) WM. FAXON, Assistant Secretary."

Extract.

"NAVAL ACADEMY, ANNAPOLIS, MD., 7th November, 1866.

"MESSRS. BENT & BUSH—Gents:—Your cap is just received and is *all that can be desired*. It is very much liked *by all the officers*. * * * *

Very respectfully yours,
(Signed) DAVID D. PORTER, Vice-Admiral."

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Particular attention paid to orders from the National Guard. Also a large and complete assortment of Fire-arms, Cutlery, Double Single and BREECH-LOADING Shot-Guns, and Sporting Ammunition in every variety, &c., &c. Publishers of the "Uniform of the U. S. Navy."

A FEW WORDS OF COMMON SENSE.

How few there are who are not subject to some affection of the lungs or respiratory organs, who, by neglecting premonitory symptoms, aggravate the complaint, until disease strikes its shafts, causing inexpressible torture of the patient, and anxiety and distress of friends. "Only a cold!" "A slight sore throat!" is the heedless remark of many when so affected. Yes; "Only a cold," was the thoughtless expression of thousands whom death has marked for his prey.

Forewarned—Forearmed! should be the motto forever in the minds of all subject to Coughs, Colds, Catarrh, or Influenza. Words of advice should be heeded by all suffering from Asthma, Bronchitis, Consumption. Relief is within their reach; and, if neglected, fatal consequences ensue—a life of misery—a daily, hourly struggle for existence. A contest in which there can be but one victor—Death.

Does it not appall the strongest mind, to think of the result caused by neglect? Then why delay! What excuse can be offered, when timely warning is sounded in you ears! When the danger is pointed out, why not avoid it! MARSDEN'S PECTORAL BALM has been used with success in nearly a million of cases, and is endorsed by the Medical Faculty as the most prompt and efficacious remedy that scientific research has discovered, to relieve and cure all cases of Coughs, Colds, Influenza, and Consumption, if the case is not beyond all hope. Even when the sufferer is in the last stages, he will find relief by using this preparation. One bottle will convince the most incredulous, that the merits of this preparation are by no means exaggerated; in fact, fall far short of the eulogies bestowed upon it by thousands who have been cured by its timely use. A guarantee accompanies each bottle, and dealers are instructed in every instance to refund the money, when this preparation fails to relieve.

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